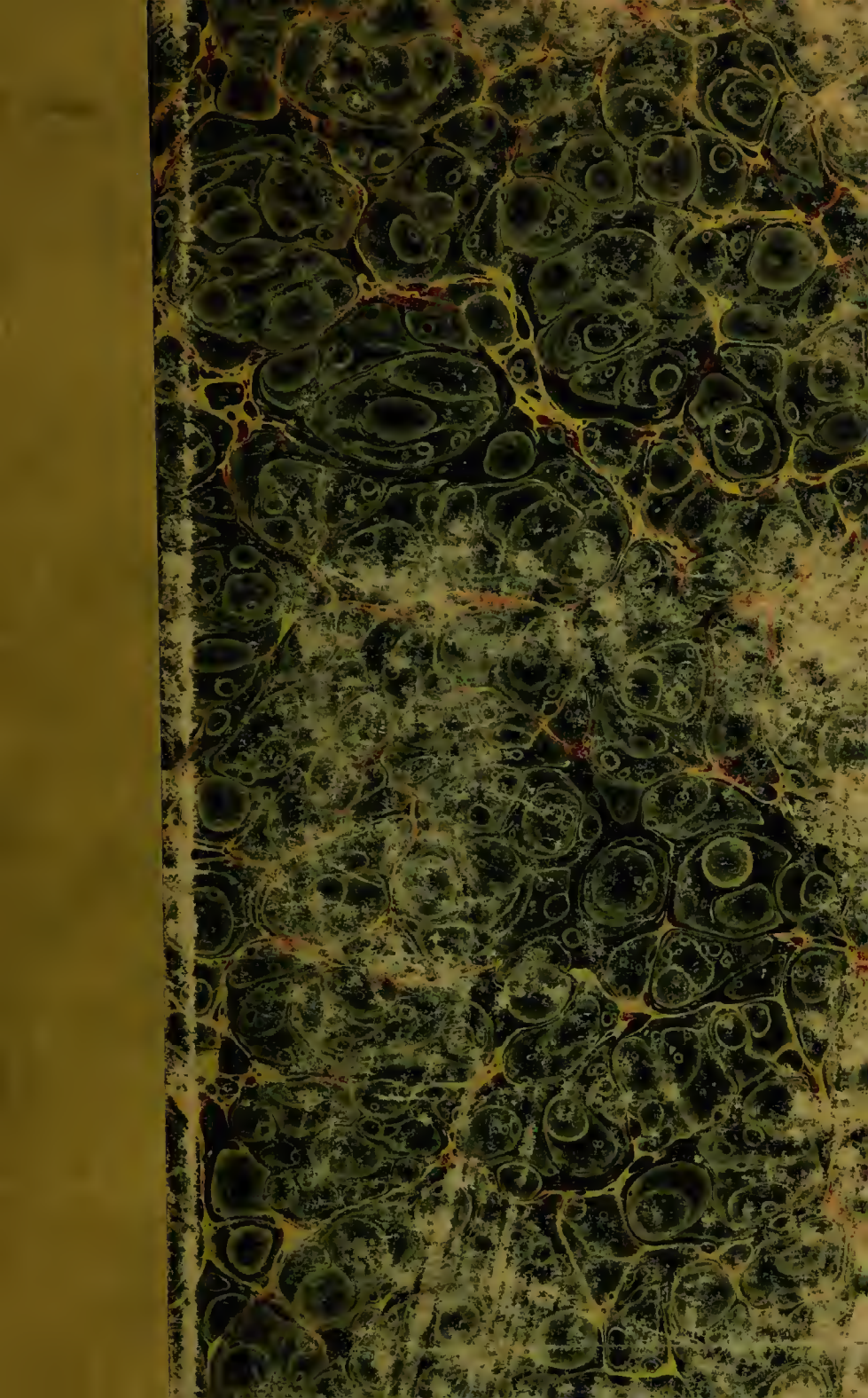




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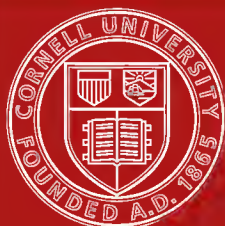
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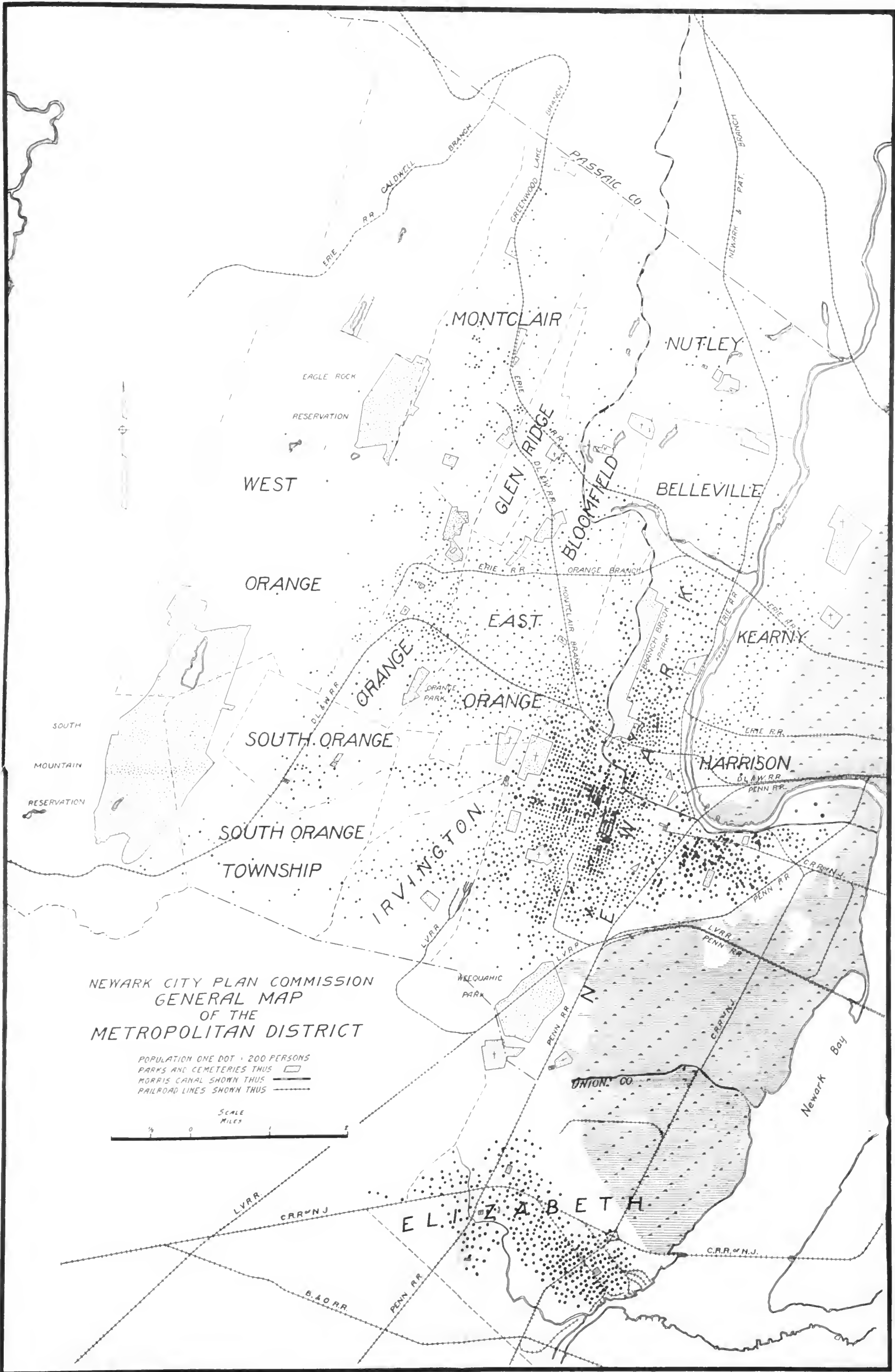
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Report of the Interurban Committee
ON
Streets and Highways



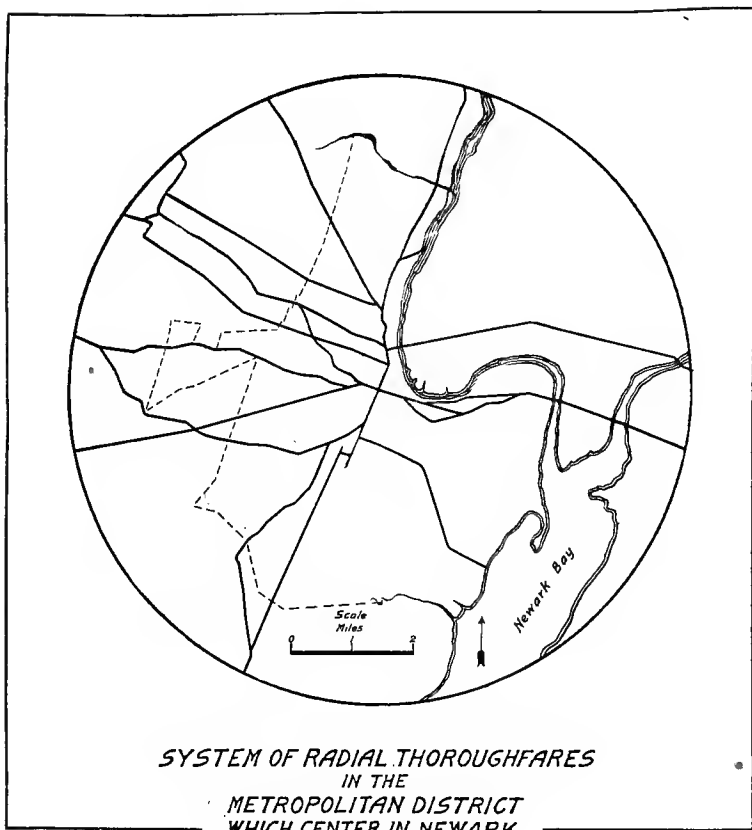
Conference on
Interurban Improvement
of Newark
and Adjacent Municipalities

Newark, New Jersey

Report of the Committee on Streets and Highways
January 27th, 1915

Newark, N. J.
Published by the City Plan Commission
1915

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*SYSTEM OF RADIAL THOROUGHFARES
IN THE
METROPOLITAN DISTRICT
WHICH CENTER IN NEWARK*

MAP No. 2

Streets and Highways of the Metropolitan District

INTRODUCTION

The Committee on Streets and Highways of the Conference on Interurban Improvement submits herewith its final report. The subject is one which is most vital to the future welfare of our Metropolitan District. The Committee has made a study both in the office and in the field covering a period of several months. In presenting the report the Committee hopes that, in lieu of the lack of a centralized authority, each community or municipality will give to the report its careful and thoughtful consideration, for while the majority of recommended improvements will prove of benefit locally a still greater advantage will be found in the assistance given to the upbuilding of a more complete and unified system for the Metropolitan District.

Many of the suggestions are not of immediate necessity and may not be for many years, yet the duty of a plan such as this is to exercise a prophetic instinct and provide for future necessities. To ignore the future is but to invite conditions more intolerable than those which now exist. In the many suggestions herewith presented local conditions have been generally ignored purposely in order to build the best plan possible. Some of the obstacles will probably be too great to overcome, but with each community lies the selection of an alternative which will best suit the needs for which the original improvements were planned. There are many local improvements too numerous for mention in this report and the sole purpose of this Committee has been to effectuate, as far as recommendations go, a complete and unified system of intercommunity highways.

Study has been made under the following heads:

- The Metropolitan District,
- Radial Thoroughfares,
- The Rectangular System,
 - (a) North and South Thoroughfares
 - (b) East and West Thoroughfares
- Local Street Systems,
- Recommendations and Conclusion.

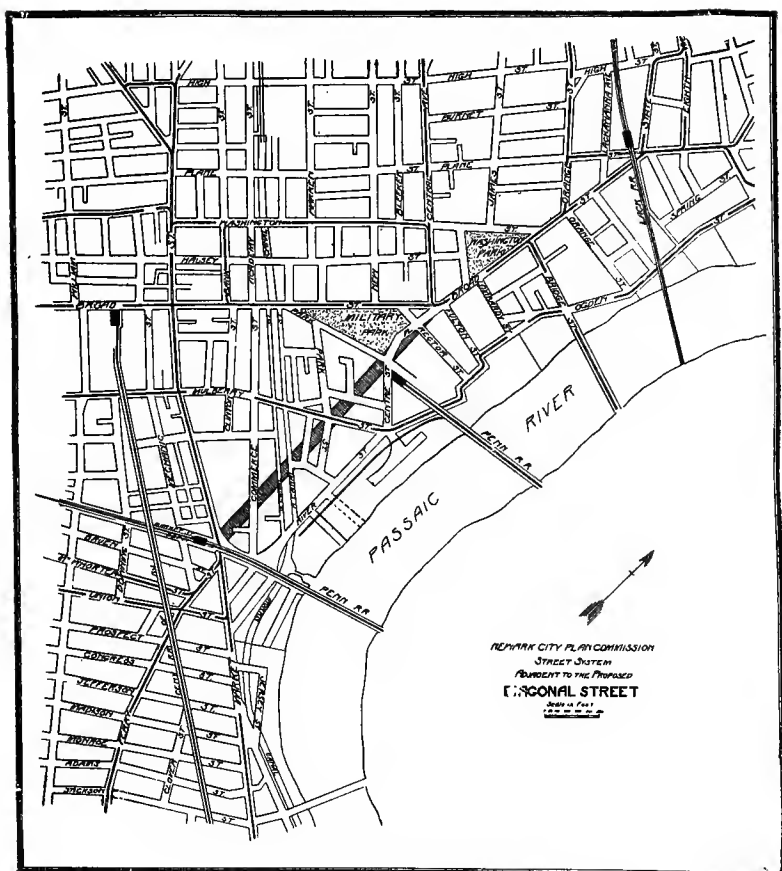
At the end of the report will be found a statement of the highways which come under the jurisdiction of the county and the state.

The Metropolitan District

Roughly, the Metropolitan District comprises an area seven miles wide and from twelve to fifteen miles long, situated in the eastern central portion of New Jersey, bounded on the east by Newark Bay and the Passaic River, and on the west by the Watchung Mountains. It consists of a series of low-lying hills which rise gradually and successively westward from the low lands about Newark Bay and the Passaic and Hackensack Rivers. The larger portion of this Metropolitan District is located in the eastern section of Essex County. Some eighteen cities and towns are to be found within these boundaries. These municipalities and their populations are as follows:

Cities and Towns	1910	1914
Belleville	9,891	12,000
Bloomfield	15,070	17,372
East Newark	3,163	4,000
East Orange	34,371	39,852
Elizabeth	73,409	82,411
Glen Ridge	3,260	4,000
Harrison	14,498	16,180
Hillside Township	550	1,000
Irvington	11,877	14,697
Kearny	18,659	21,967
Milburn Township	3,720	4,500
Montclair	21,550	24,782
Newark	347,469	389,105
Nutley	6,009	7,500
Orange	29,630	31,968
South Orange Township	2,979	3,500
South Orange Village	6,014	7,500
West Orange	10,980	12,722
Total	613,099	695,056

The fact that these eighteen cities and towns have combined themselves into an organization for the consideration of public improvements, is of itself sufficient evidence that a spirit of unity exists. Combined, these eighteen cities and towns comprise one of America's greatest and most prosperous communities. Vast undeveloped area in the east, suited for industrial enterprises, and unlimited territory in the west fitted for the finest of residential districts, indicate unlimited opportunity for the rise of the great Metropolis of New Jersey.



MAP No. 3

The city of Newark is the largest of all these communities and quite naturally the center of population and industry. Map 1 shows the distribution of population within the Metropolitan District. The somewhat irregular topography of the district and the previous lack of plan, which is accounted for by reason of the diversity of eighteen separate authorities, have led to considerable lack of economical administration and conservation of expense in providing for public improvements. There are but two agencies which exert a unified influence over the entire district. The first is the Essex County Park Commission, which has succeeded in establishing a most commendable park and boulevard system, which is constantly being extended and will undoubtedly continue to grow. The second authority is a private agency known as the Public Service Corporation, which controls practically all street railways, gas and electricity within the district.

Of all interests common to two or more municipalities the street system is most important, and the fact that there has been developed within the district a well defined system despite lack of any central authority, is ample evidence that this most important feature has well been chosen as the subject of special study. Of all the cities and towns, Elizabeth and Newark are the oldest. From each of these cities large thoroughfares radiate to the smaller municipalities. These latter undoubtedly have generally grown as a result of an increase in population in the older cities, an increasing demand for rural home life, etc. Map 2 shows the remarkable radial system of thoroughfares leading from Newark in this Metropolitan District. In several instances, particularly among the smaller towns, the municipalities have grown up about these large thoroughfares, and, in general, have no other real good streets. Even in Elizabeth and Newark, this unwarranted growth about the intersection of the two more prominent thoroughfares has necessitated the later development of parallel streets when the demands of traffic became so great that accommodation upon the larger thoroughfares was impossible. It thus behooves the smaller municipalities to study their city plans and provide for growth within their boundaries, now that the opportunity has presented itself and before development becomes too great a burden. Map 3 illustrates an improvement recently undertaken by the city of Newark to relieve its main thoroughfares, the cost of which alone is \$1,600,000. This is but one of many similar improvements which are now necessary because of a lack of foresight in the previous development of its plan.



MAP No. 4

The city of London has for several years made a most detailed study similar to that undertaken by the Interurban Conference. It, too, has realized the great importance of street plan, and is making extensive improvements in its Metropolitan system. Boston has also made a study of its Metropolitan area in which there are some thirty-nine municipalities, and many improvements are under way as a result of the study.

Within our Metropolitan area are two distinct problems, (1) the perfection of the system of radial and larger inter-communal highways, and (2) the development of vacant land. As has already been stated, there now exists a well defined plan in the district, which has grown up under no central authority, and as a result has many serious defects. These defects are lack of continuity, lack of directness, lack of width, etc. All improvements should look toward the development and maintenance of a great system which shall have, as its greatest asset, uniformity. Map 4 shows an example of extremely bad judgment in the development of the street system of two adjacent municipalities. It will be observed that while Newark possesses a very definite uniform plan, Irvington has grown up promiscuously and with absolute disregard of the street system of its neighbor. Piece-meal, independent and unrelated development of private properties is one of the greatest obstacles with which a large city has to contend, and there is little or no legislation which enables large cities to prohibit it. Fortunately, there are but few instances of such development within this Metropolitan area, and in the future it should be the duty of each municipality to see that its vacant areas are developed in such a manner as not to make of itself a barrier to inter-communication between neighboring municipalities.

Proper width and easy grades are two essential features of any large thoroughfare. Widths of 100 feet and even greater are most desirable upon large highways, affording communication between cities and towns of considerable size. On any large highway a width of less than sixty or seventy-five feet should not be tolerated. Within the Metropolitan District a very careful study of street widths has been made, the result of which will be seen upon Maps 5, 6, 7 and 8, which show the width, location and direction of all large thoroughfares. It has been found that few instances of excessive grades exist. As yet no detailed study of this problem has been made. Generally speaking, the larger thoroughfares have usually been found to possess widths of 60 feet or over although many examples of less than this are to be found.

40°52'

CEDAR GROVE

NORTH CALDWELL

PINE BROOK BRIDGE

FRANKLIN

Cedar Grove

LOVERBROOK

SWAMP

Pine Brook

WESTVILLE

CALDWELL

VERONA

HILLCREST

Peckmans Brook

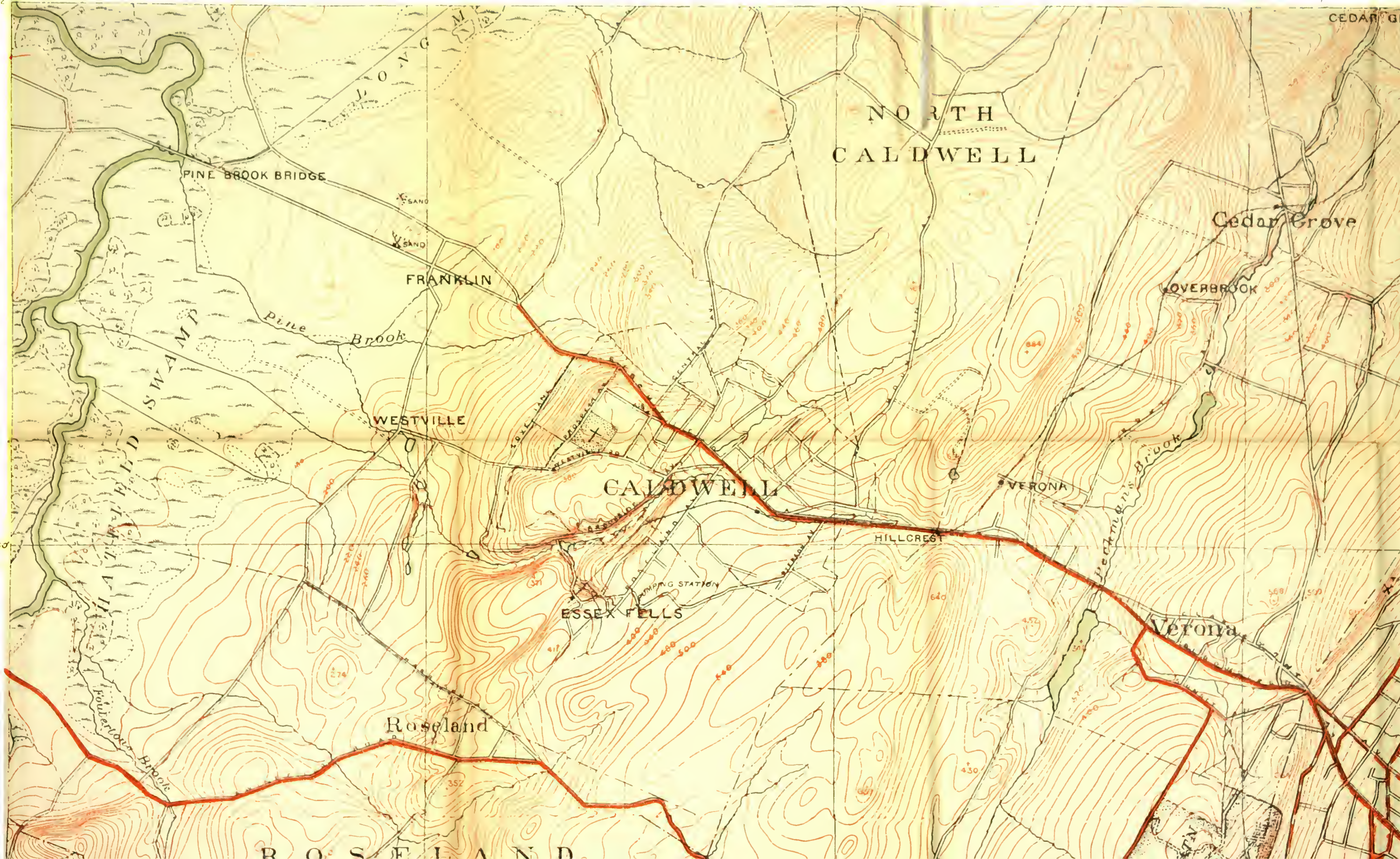
ESSEX FIELDS

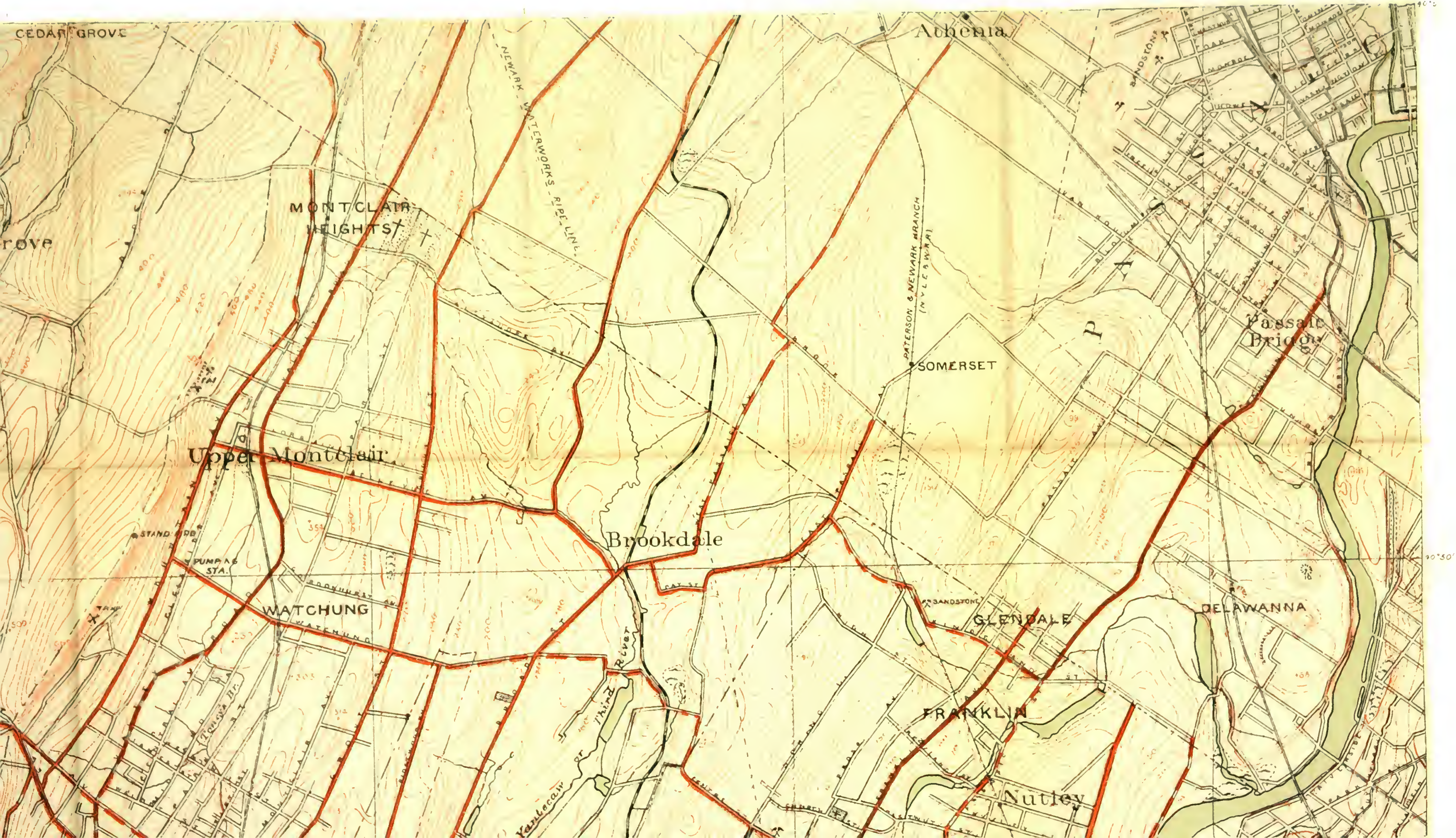
Verona

Roseland

40°50'

ROSELAND







ESSEX HILLS

Roseland

R O S E L A N D

Pleasantdale

Verona

MONTCLAIR

Livingston

Crystal Lake
TRAP

W E S T O R A N G E

LLEWELLYN PARK

NORTHFIELD

ST. CLOUD

WEST ORANGE

ORANGE



MONTCLAIR

FRANKLIN

Nutley

Lyndhurst

SOUTH RUTHERFORD

Avondale

Kingland

GLEN RIDGE

CHESTNUT HILL

BLOOMFIELD

ORCHARD ST

SOHO PARK

ESSEX

BLOOMFIELD

BELLEVILLE

SOHO

Second

HALYON PARK

FOREST HILL

NORTHINGTON CEMETERY

BRIGHTON AV

EAST ORANGE

BLOOMFIELD AV

SILVER LAKE

NORTH NEWARK

WOODSIDE

WEST ARLINGTON

SOHO'S CORNER

ARLINGTON CEN



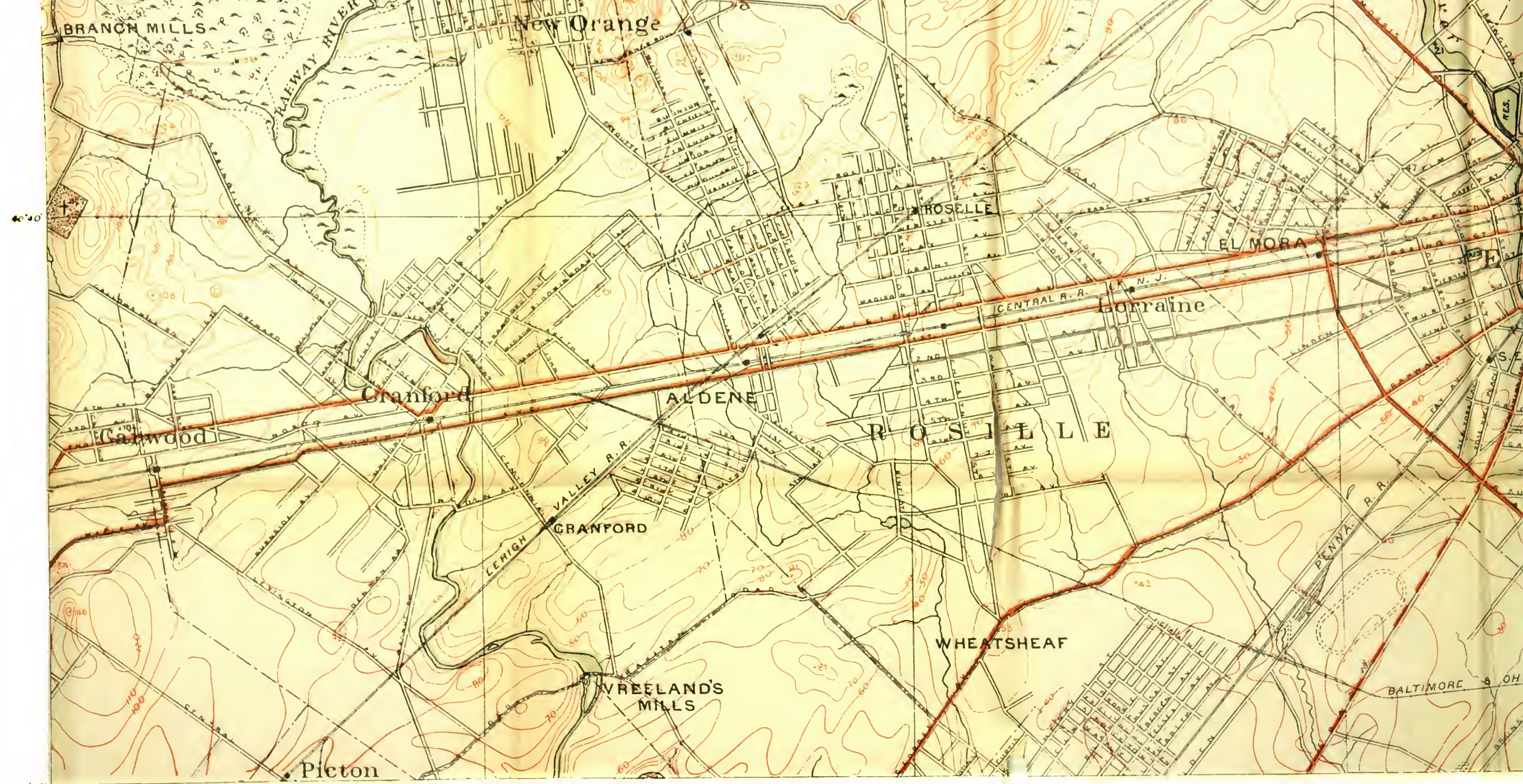


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40°44'







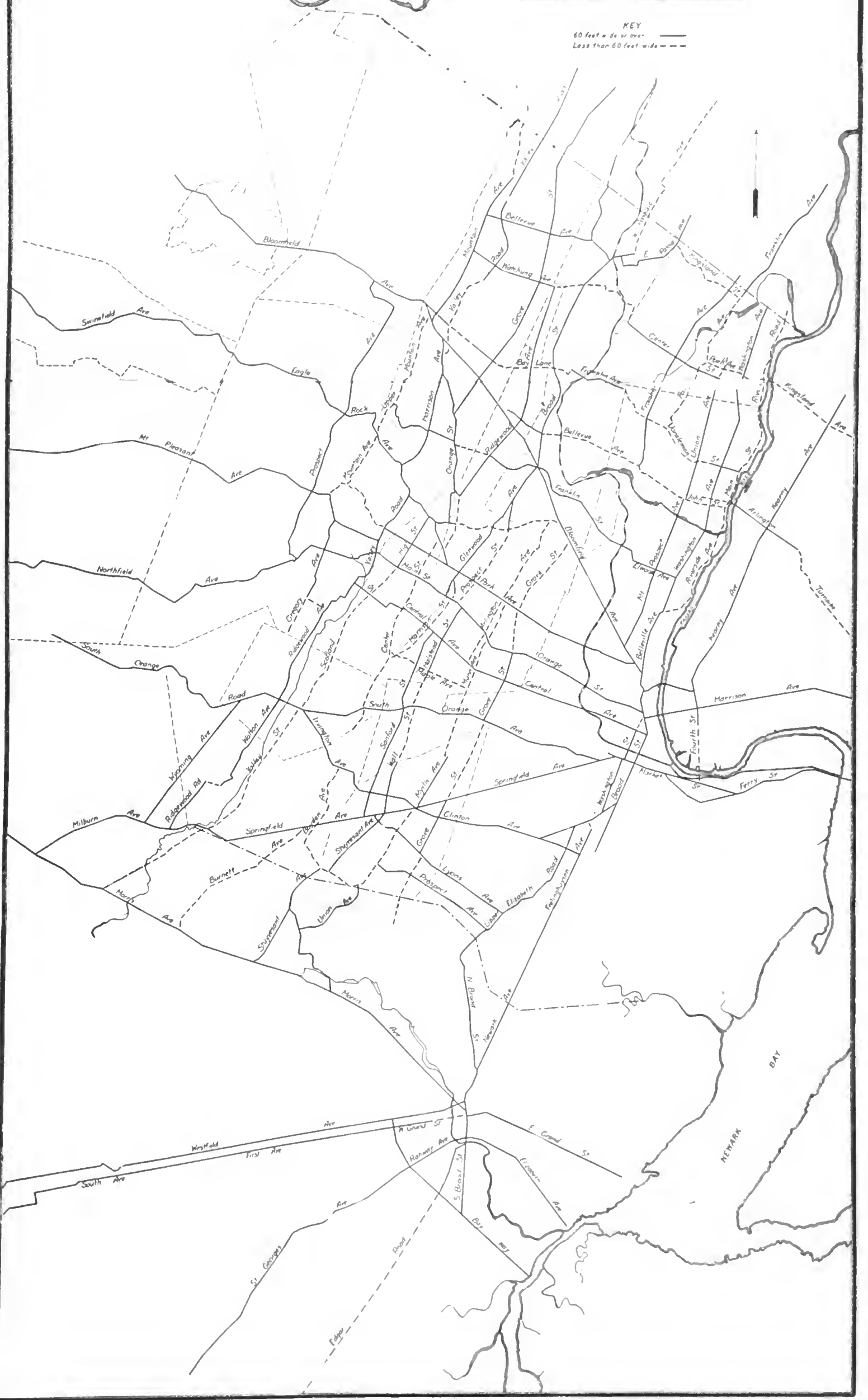
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THE NEW JERSEY CITY PLAN COMMISSION
MAP OF THE
METROPOLITAN DISTRICT
SHOWING
INTERCOMMUNITY RADIAL THOROUGHFARES

THE NEWARK CITY PLAN COMMISSION
SKELETON MAP OF THE
METROPOLITAN DISTRICT
SHOWING
INTERCOMMUNITY RADIAL THOROUGHFARES

Scale of Miles
0 1 2

KEY
60 feet or more ———
Less than 60 feet wide - - -



Radial Thoroughfares

As far back as 1705 we find a well defined plan for highways leading from Newark west to the first mountain. At this time the authorities of the Town of Newark, which town then extended over this entire area, laid out a system of 8 to 10 roads in which are included our present South Orange Avenue, Warren Street, Main Street, Valley Road and others. From time to time these larger highways were improved so that in 1870 there were at least seven of them leading from Newark each of which was 75 feet or more in width. This forethought on the part of our ancestors is responsible for our most excellent present system of radial thoroughfares.

In all of this great radial system nowhere do we find a width of less than 60 feet. But few suggestions are necessary to improve this. One of the most needed changes is probably the extension of Clinton Avenue in Newark southwest from its intersection with the Manufacturers' Branch of the Pennsylvania Railroad. Another problem involves the development of radial connections to and from each of the 15 or more smaller municipalities. These are shown on Map 5.

The extension of Clinton Avenue in the manner suggested above is a highly important consideration. For a few short blocks it would involve the destruction of a number of inexpensive structures but otherwise would necessitate only the cost incidental to the condemnation of the needed land. South of Clinton Avenue and west of Elizabeth Avenue lies a vast area, as yet only partially developed and through which no radial thoroughfares run, and where the street system has not been extensively planned. A large radial thoroughfare through this district, as suggested, would immediately open up a territory well suited for residential purposes, and if postponed for any considerable length of time its accomplishment will be impossible by reason of excessive cost.

One more suggested extension of the present radial system is that of Washington Avenue north from Kingsland Street, at the Passaic County line, to Franklin Avenue. This improvement would extend through as yet undeveloped territory and eliminate the dead end of what is now one of the finest of all the radial thoroughfares. The improvement would open up a direct through route to Passaic and Paterson.

Maps 12 and 24 show the individual radial system of the numerous municipalities each of which has been developed quite considerably. There are many ways in which these various individual systems could be extended and united in a general

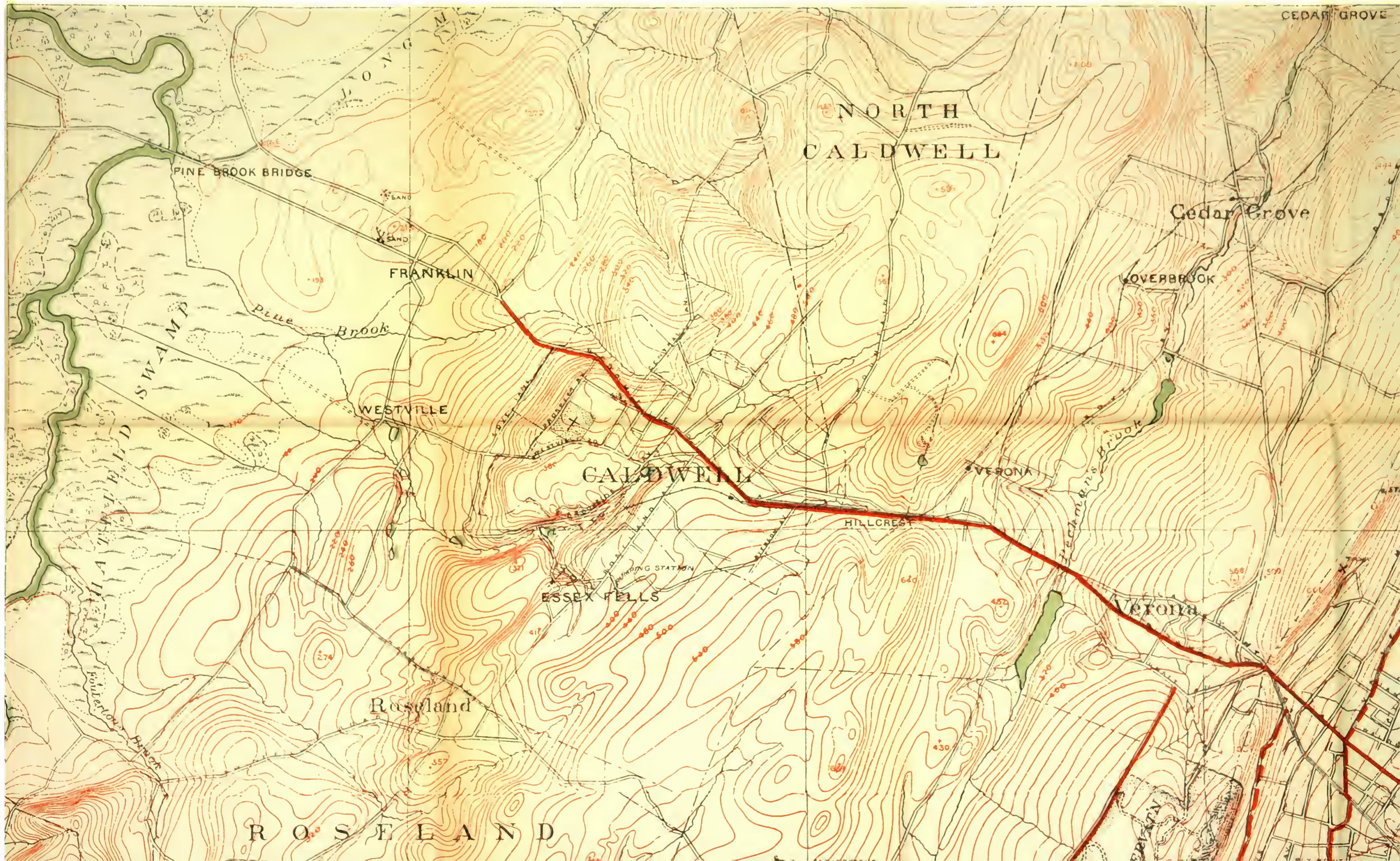
plan. Map 7 shows where these improvements could best be made. Amongst others, those which seem to be important are the extension of Ridgewood Avenue in Glen Ridge north of Bellevue Avenue, the extension of Broad Street from its intersection with Watchung Avenue, north to Bellevue Avenue, the extension of Watchung Avenue in Glen Ridge east to Centre Street in Nutley, and the extension of Centre Street, at its intersection with Washington Avenue in Nutley, east to Park Avenue, etc.

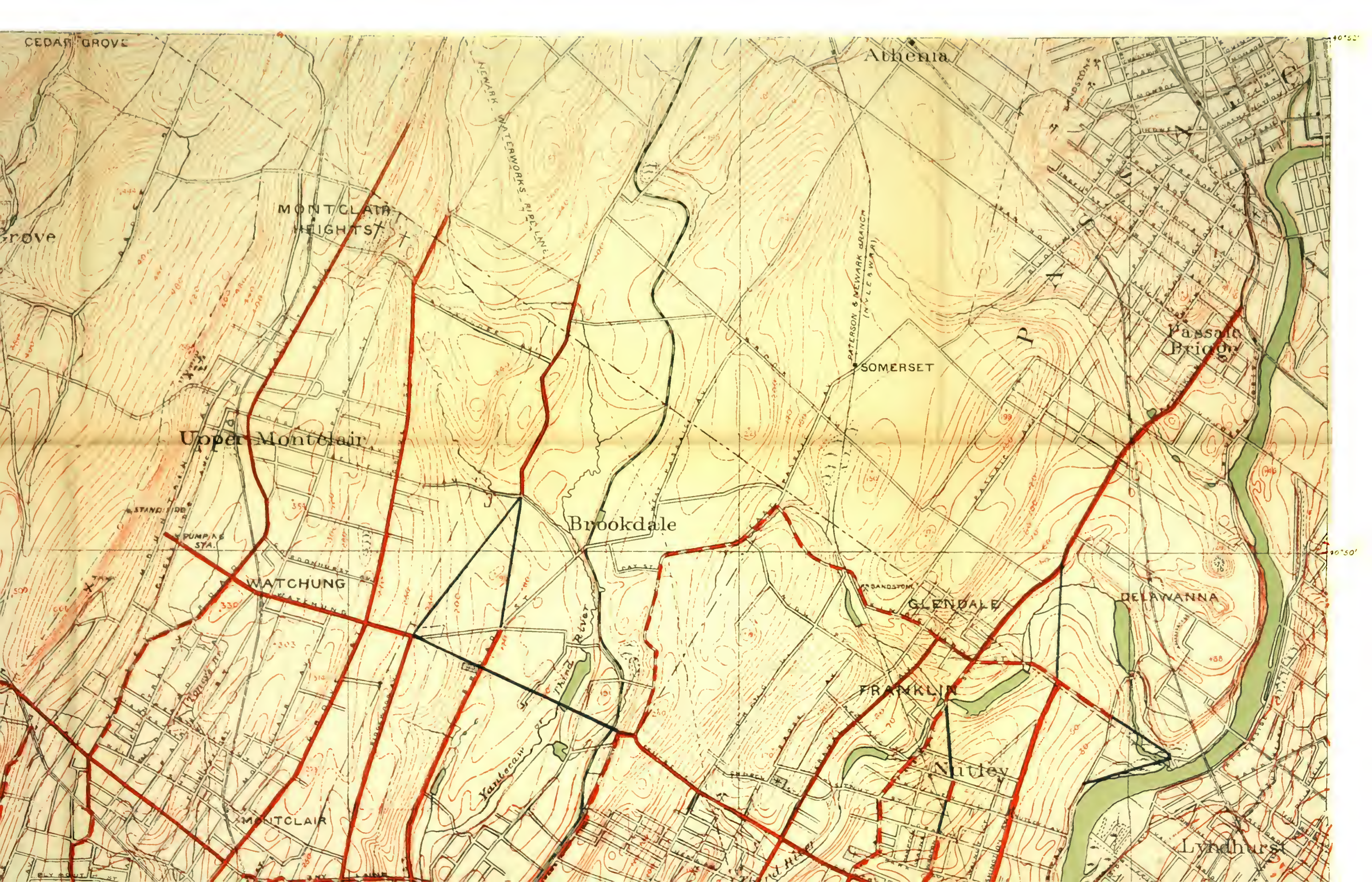
Between the Metropolitan District and New York there are but two highways, the Plank Road and the Turnpike, each of which leads to Exchange Place, Jersey City, where ferries run to Cortlandt Street, New York. At least one more connection should be created between these two metropolii. A suggestion is shown on Map 25. This would create a new and direct route to 42nd Street, New York, by building a road northeast from the Belleville Bridge through Kearny and across the meadows to Secaucus making a connection there with the Paterson Plank Road. It is estimated that this connection would save anywhere from three to five miles to all residents of the Metropolitan District wishing to reach the 42nd Street ferries. A further suggestion in the development of the much needed inter-communal radials is the building of a bridge over the Passaic River from Elwood Avenue, Newark, to Quincy Avenue, Kearny, and the extension of Quincy Avenue to the Belleville Turnpike. This would make possible a quicker and shorter route for all residents of North Newark, Bloomfield, Glen Ridge and Montclair to the Cortlandt Street connection. It is estimated that this route would save from one to two miles for those using it.

There are many further considerations which will more properly be discussed under the several community studies below.

The Rectangular Street System

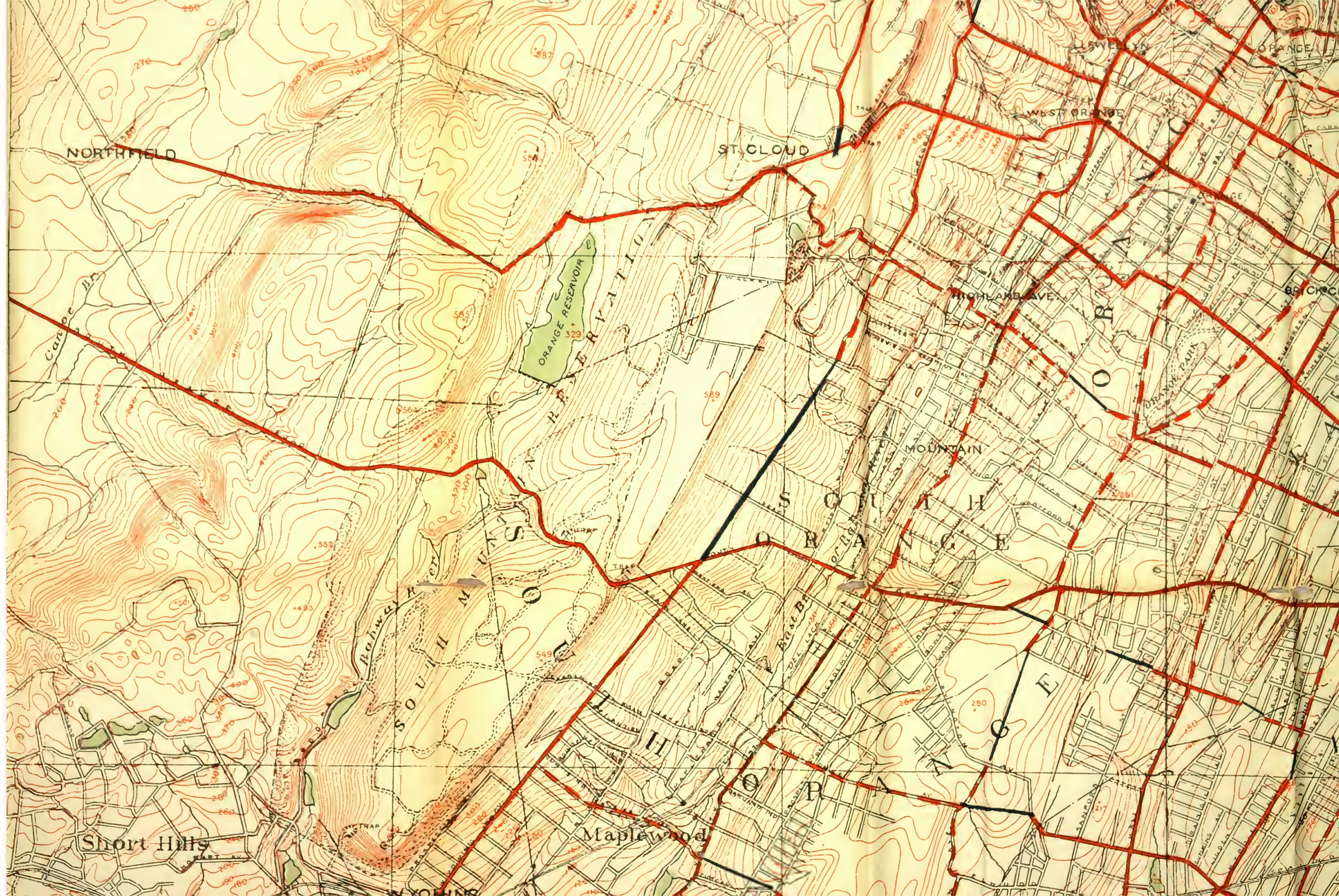
Considering the street system of the Metropolitan area as a unit, it will be observed that many of the large thoroughfares run either directly north and south or east and west, and the majority of the smaller streets as a result, follow the same general direction. This is undoubtedly due to the fact that these thoroughfares originally were established parallel with and at right angles to the physical boundaries of the district, Passaic River and the Orange Mountains, both of which run north and south. These larger streets are placed at surprisingly regular

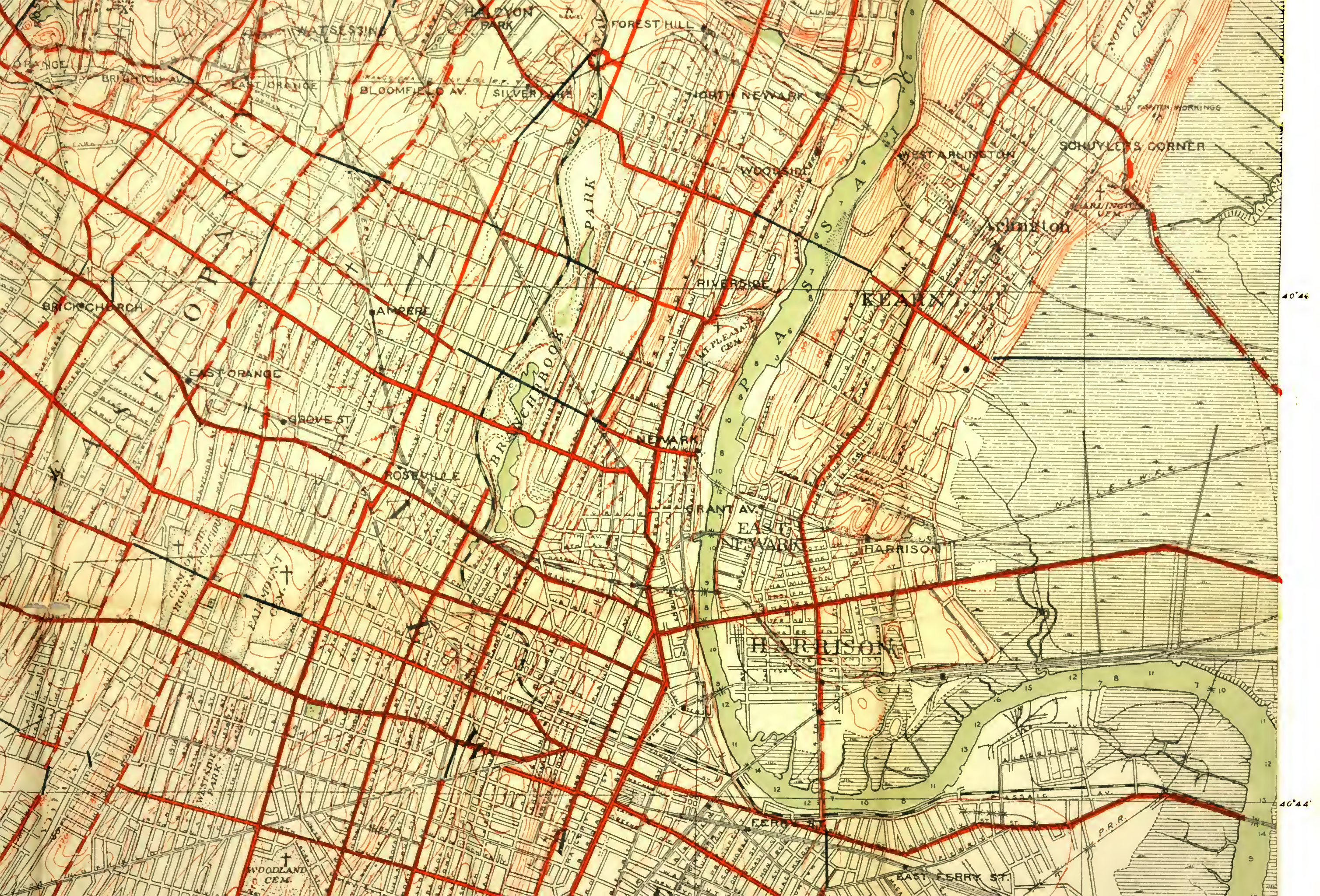












40°46'

40°44'



Short Hills

Maplewood

Millburn

WYOMING

VALLEY VIEW

Irvington

IRVINGTON

Milton

Vauxhall

IRVING PLACE

HEADLEYTOWN

Springfield

BALFUSROL

CONNECTICUT FARMS
Union

ELIZABETH WATER WORKS
PUMPING STA.

MILLTOWN

SALEM

TOWNLEY

BRANCH MILLS

New Orange

WAY RIVER

Elizabeth River



40°44'

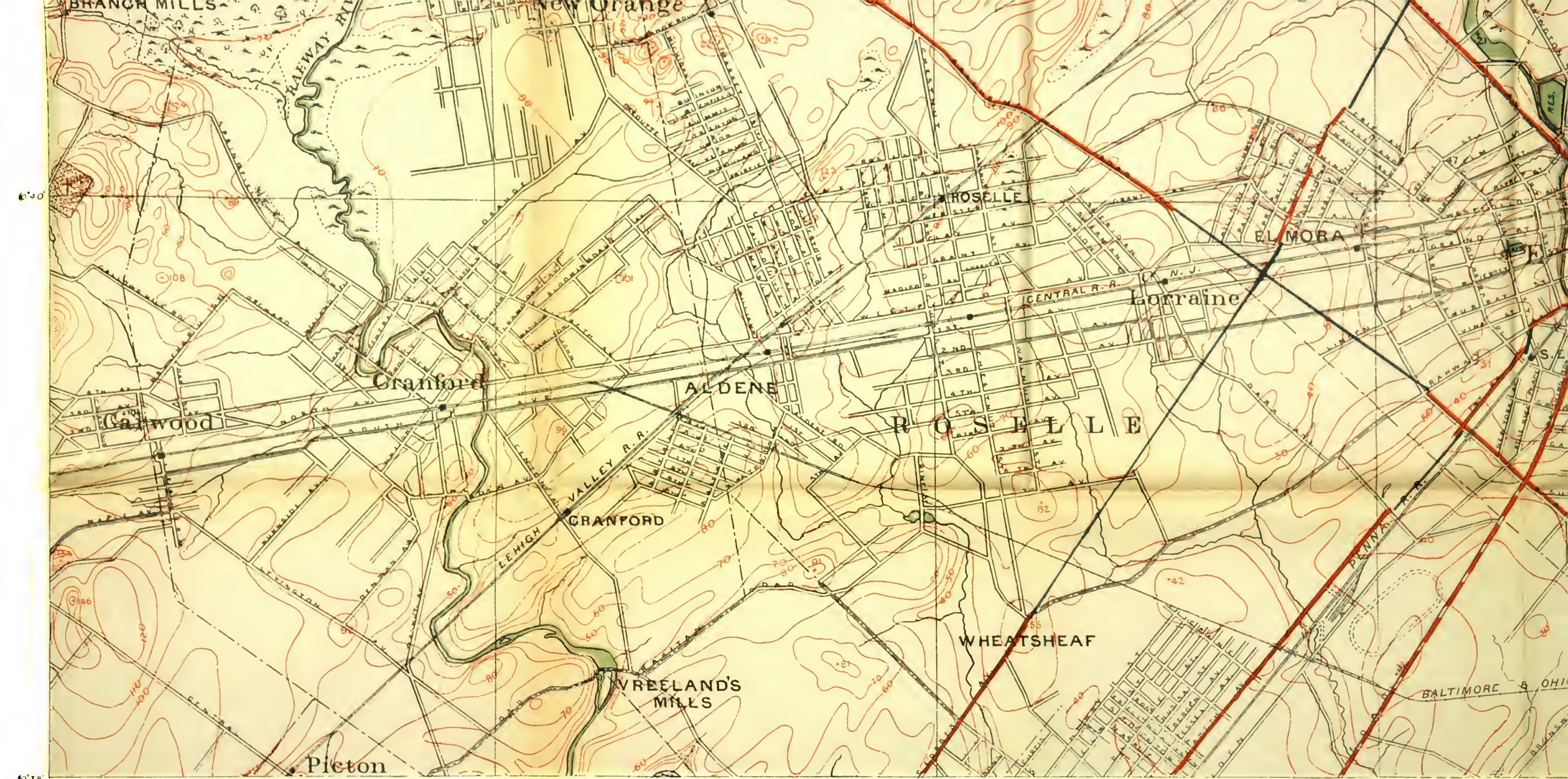
40°42'

PASSAIC LIGHT

A

B

K



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THE NEWARK CITY PLAN COMMISSION
MAP OF THE
METROPOLITAN DISTRICT
SHOWING
PRINCIPAL RECTANGULAR SYSTEM
WITH SUGGESTIONS FOR IMPROVEMENT



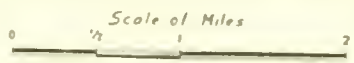
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KEY

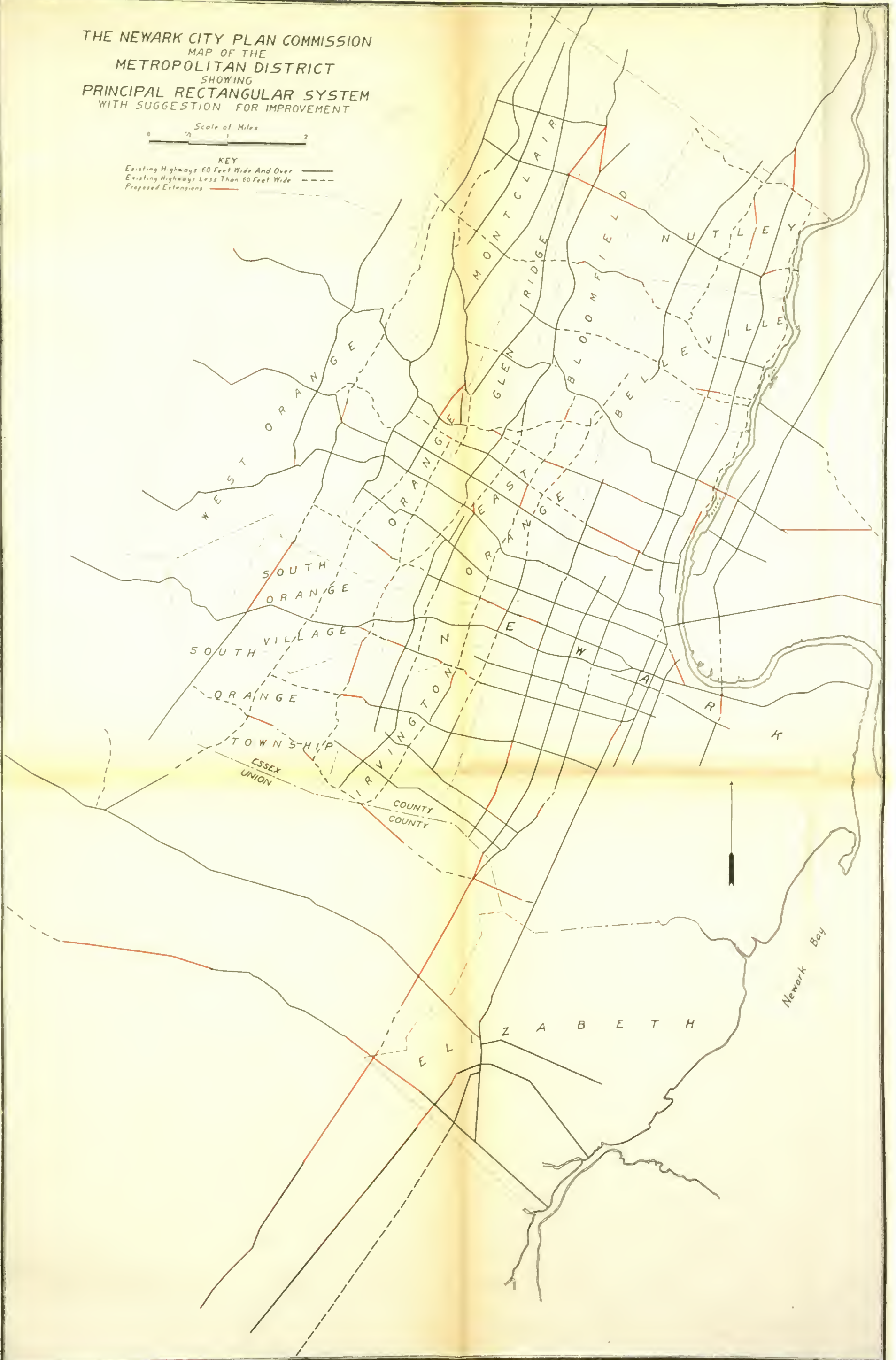
Existing Highways 60 feet wide or over
Existing Highways less than 60 feet wide
Proposed Extensions



THE NEWARK CITY PLAN COMMISSION
MAP OF THE
METROPOLITAN DISTRICT
SHOWING
PRINCIPAL RECTANGULAR SYSTEM
WITH SUGGESTION FOR IMPROVEMENT



KEY
Existing Highways 60 Feet Wide And Over ———
Existing Highways Less Than 60 Feet Wide - - - - -
Proposed Extensions ———



intervals of approximately one-half mile each, and are fairly well developed as regards width, direction and continuity. Those running east and west are somewhat better developed than those running north and south in that greater width and greater continuity has been provided. Examination of Map 7 shows the location of these routes and suggestions for their improvement. Having developed promiscuously, it is evident that considerable improvement is necessary. However, a small amount of effort on the part of the several communities in making the necessary changes within their boundaries will make possible the creation of a remarkable net-work of large and through streets. The greatest defect of this system is lack of continuity. Map 9 shows how two comparatively large thoroughfares terminating within a few hundred feet of each other have a connection which should be impossible in a city of any size. Defects similar to this must first be remedied if a successful plan for the district is to be attempted.

Many physical barriers are to be found which obstruct some very necessary improvements. The Canal, the Second River, the railroads and cemeteries constitute the majority of these. An early solution of the problem of grade elimination in the Oranges will help considerably. Some plan for parking facilities along the Second River would seem advisable, which would include at least two or three bridges as suggested on Map 7.

Local Street Systems

Separate studies of each community have been made which show that the same problems occur in nearly all. There follows in this report, under the heading of each municipality, a brief statement of the more notable defects of each with recommendations as to which changes should first be made. Each municipality should make a careful study of its plan. Many of the changes which are now necessary could have been avoided had there been within the district one controlling plan to make the street system a unit. As a matter of fact eighteen separate authorities have each planned with little or no regard for their neighbors. To remedy present defects is an expensive process, but to plan carefully for vacant areas will cost little or nothing now.

Within certain parts of the district the strict rectangular Plan is not adhered to and oftentimes it is very essential, because of irregular topography, to use another system based on curves, which, as far as possible, follows the contours. When such is

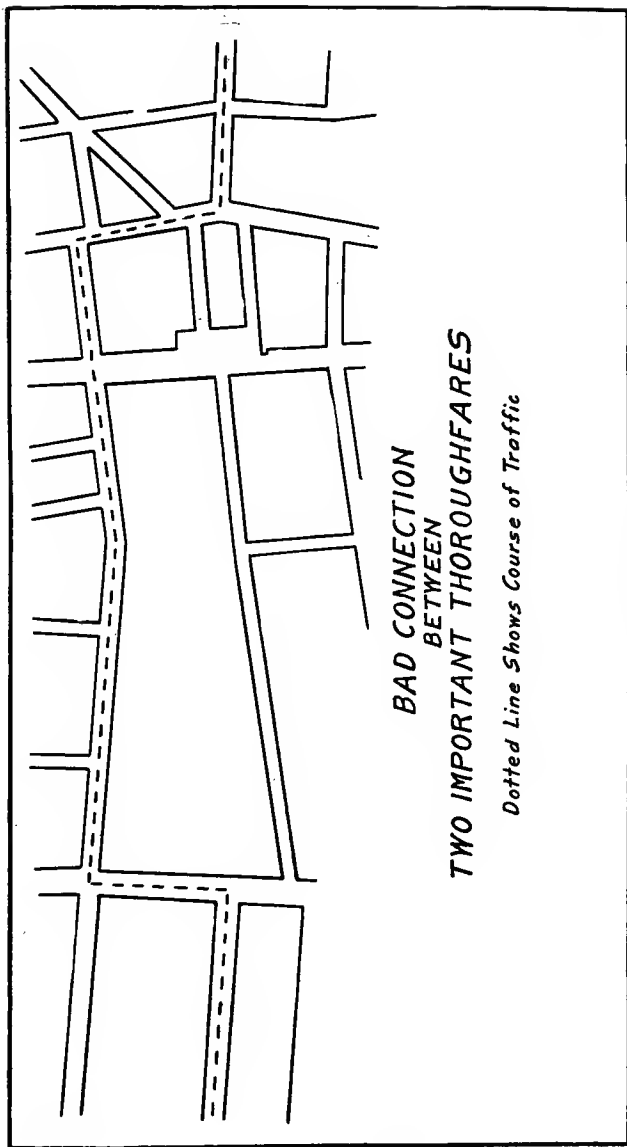
the case care should be taken to preserve the continuity of the large highways. An excellent illustration of this condition is shown by Map 10.

Municipalities will do well in their future planning to provide sufficient room for traffic distribution at the intersection of the larger thoroughfares. Custom demands a certain amount of architectural treatment in such instances, but it is not within the scope of the present report to treat at length a subject which comes more properly within the field of study of the Committee on Parks, Playgrounds and Municipal Decoration. To this committee will also be left the consideration of parkways and boulevards along and about the water courses, the grouping of public buildings, civic centers, etc. Traffic needs lead to the suggestion that studies for plazas of liberal proportions be made at the following intersections:

Franklin Ave. and John St.	Belleville
Washington Ave. and Centre St.	Nutley
Bellevue Ave. and Broad St.	Bloomfield
Bloomfield Ave. and Broad St.	Bloomfield
Washington St. and Day St.	Orange
Main St. and Prospect St.	East Orange
So. Orange Ave., Valley St. and Scotland St.	So. Orange
Springfield Ave. and Clinton Ave.	Irvington
Elizabeth Ave. and Clinton Ave.	Newark
Market St. and Central Ave., Extension	Newark
Belmont Ave. and Norfolk St.	Newark

Conclusion and Recommendations

Within the territory previously described as constituting this Metropolitan District is included a vast amount of undeveloped land, and to repeat the many opinions expressed from time to time concerning the unlimited future of this District would but again call to the attention facts with which almost all concerned are only too familiar. Many improvements are now needed which are the result of divided authority. Taking these facts into consideration therefore, and particularly the fact that the street system is the greatest of all the factors upon which depends the future of the district, it would seem that some form of centralized authority is absolutely essential. It is not the purpose of this Committee to say how such a central authority should be created. This seems more properly to be a considera-



MAP No. 9

tion for Conference discussion. At the present time, however, the only authority exerting influence over the entire district is the County and to a more limited extent the State. Map 11 shows those streets which are now under the control of these two governing bodies.

Once again the Committee calls the attention of each municipality to the recommendations suggested which come within its political boundaries. There is little doubt but that if a number of these improvements were undertaken at the present time much future expense could be eliminated and many local problems could be solved. So great is the influence of the street system that to specify the limits of its effectiveness would be impossible. Many pressing problems of transit and transportation would be solved by the completion of some of these suggested improvements, and many beneficial results would accrue.

Respectfully submitted,

W. D. WILLIGEROD,

FREDERICK A. REIMER,

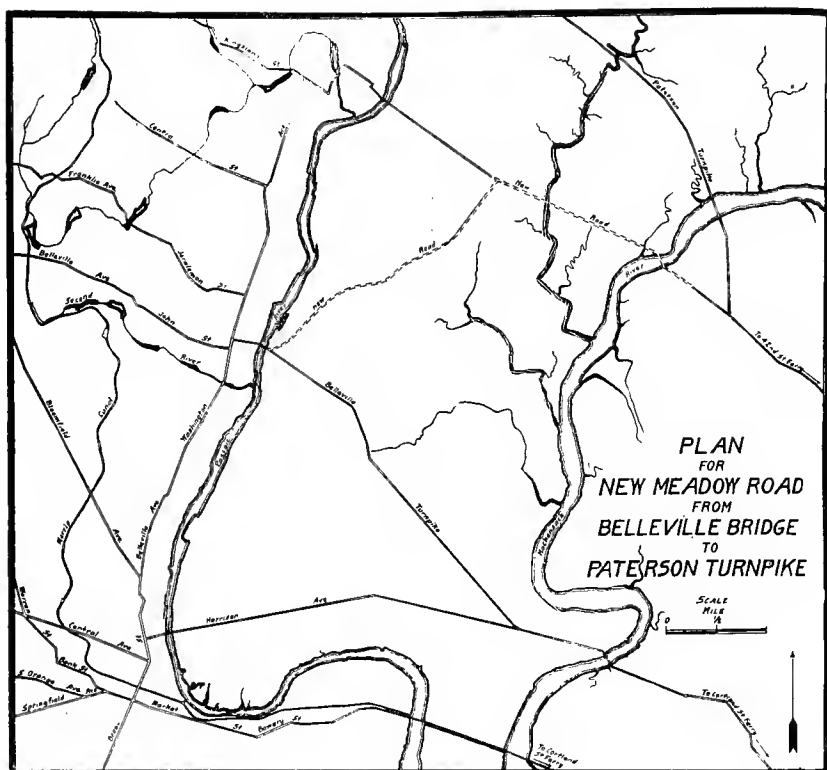
WM. A. HOWELL,

Committee on Streets and Highways

Attest

HARLAND BARTHOLOMEW,

Secretary.



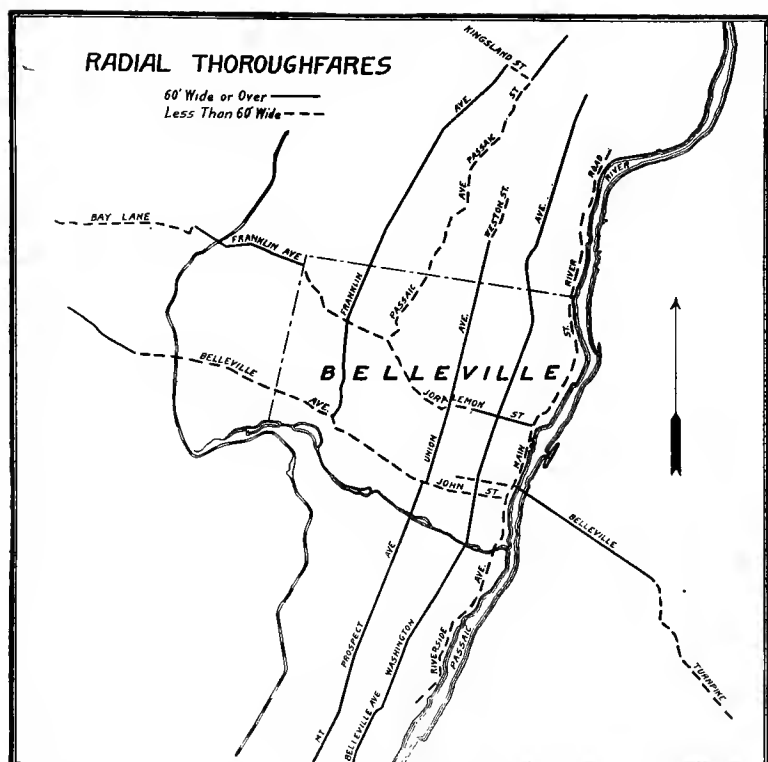
MAP No. 11

To conveniently and quickly comprehend the explanations and recommendations which are made in the following community studies, it is suggested that the reader refer to the large street map of the rectangular system (No. 7) where the particular suggestions are shown in colors.....

Belleville

In general, Belleville possesses a good street system, which, despite irregular topographic details, is after the rectangular plan entirely. In Washington Avenue and Franklin Avenue are two excellent thoroughfares and a third, following the same general direction, could well be established by making the proper connection between Union Avenue and Mt. Prospect Avenue, Newark, at John Street and by extending Union Avenue to meet Passaic Street at the Third River. Each of these thoroughfares is sufficiently wide and direct to warrant increasing use in the future, and would afford good communication to the north and south with Belleville's immediate neighbors. To the west, communication is to be had either by way of Joralemon Street or by way of John Street. Each of these should be eventually widened from the present width of 50 feet to at least 75 feet. West bound traffic coming over the Belleville Bridge does not have immediate access to John Street, but must first proceed up Rutgers Street and down Washington Avenue to John Street. It would seem wise to establish a good connection with John Street by extending Rutgers Street as shown on the map and widening it to make a proper approach to the bridge.

There are numerous other defects in the general plan of the city which should be corrected. Passaic Avenue should be widened and extended from Joralemon Street to John Street. Main Street along the river front should, if possible, be widened and developed into a boulevard with parking features between it and the river. An extension of John Street from Franklin Avenue west to meet Montgomery Street in Bloomfield is suggested. By wisely adopting a plan many defects in the present street system can be improved when the now vacant area to the west is developed.



MAP No. 12

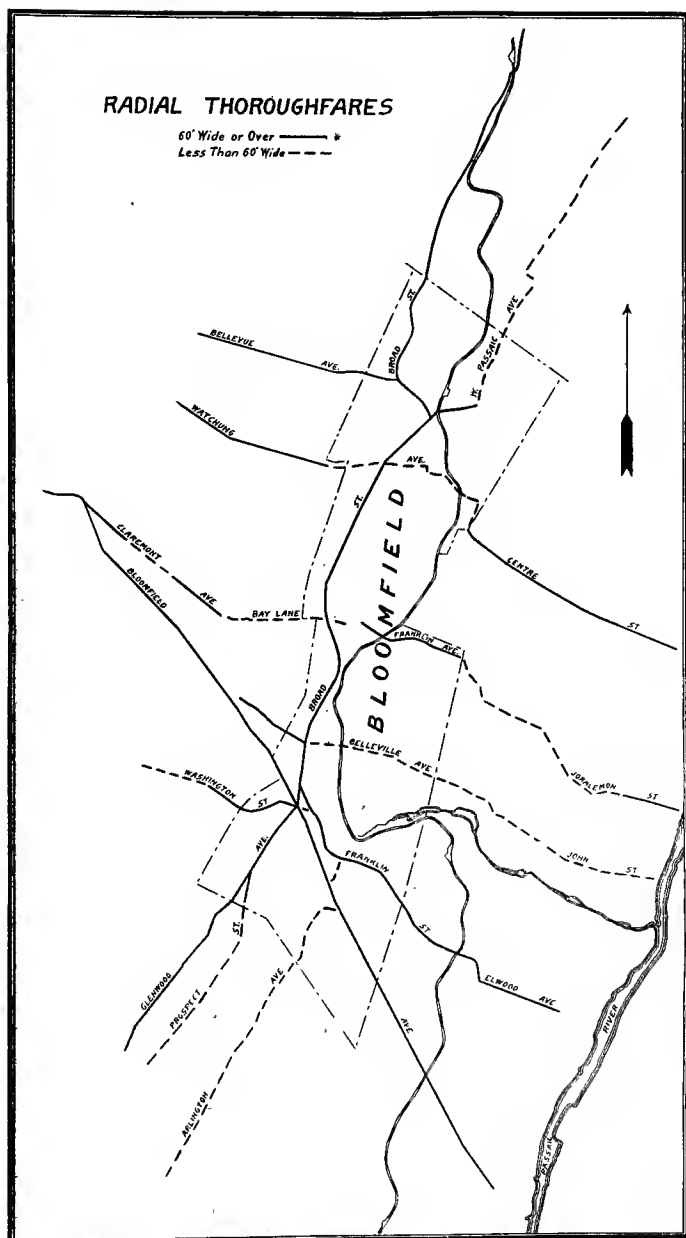
Bloomfield

Here is one of the most irregular plans with the Metropolitan District. Oddly enough, despite this fact, the radial communication with its neighbors is remarkably good. Railroad, water courses, cemeteries and irregular topography have combined to make of Bloomfield's plan anything but a unit. Of the larger highways, Broad Street and Glenwood Avenue, Bloomfield Avenue, Washington Street and Franklin Street, Belleville Avenue and Franklin Avenue are all fulfilling the functions which they should. With the exception of Belleville Avenue all are at least sixty feet wide and free from very excessive grades.

The necessity of a carefully prepared plan for the future cannot be too forcibly impressed upon Bloomfield, especially in view of the vast amount of vacant territory to the north. Two or three suggestions for the immediate development of several of the larger streets here are shown on the map. These include an extension from Watchung Avenue near the Glen Ridge line east to the end of Centre Street on the Nutley boundary, an extension of Broad Street at its intersection with Watchung Avenue, north to the junction of Bellevue Avenue with a main road running to Paterson, also an extension of Ridgewood Avenue from the Glen Ridge boundary line north to the same intersection on Bellevue Avenue. The importance of these three improvements would seem to warrant their immediate undertaking. A further suggestion is the widening of Grove and Harrison Streets and Arlington Avenue for reasons quite apparent upon the map, namely to assist in the development of larger through traffic highways. The longer one studies the street plan of Bloomfield the more is one impressed with the necessity for the adoption of a definite street plan which cannot but succeed in saving enormous eventual expense.

East Newark

East Newark lies between Kearny and Harrison and should be considered only in connection with the study of the street system of its larger neighbors with which it coincides quite thoroughly.



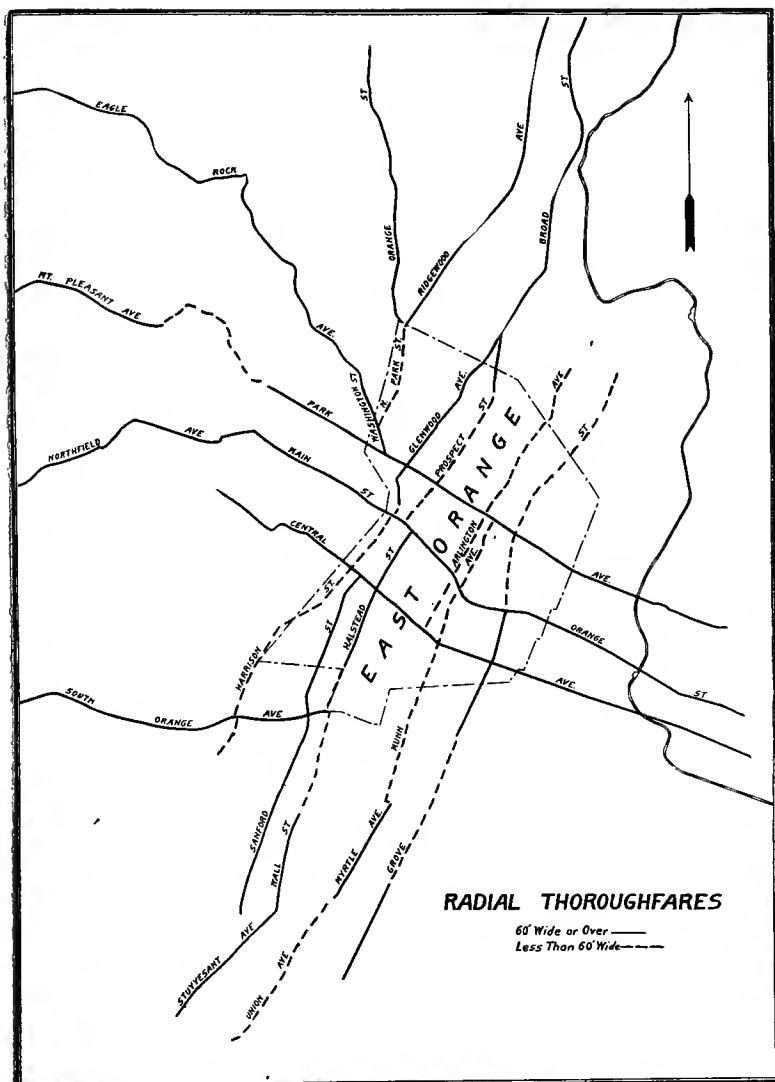
MAP No. 13

East Orange

Park Avenue, Main Street and Central Avenue constitute three large, well-appointed thoroughfares of which any city could well be proud. Each accommodates considerable traffic and it is very much to be regretted that their like is not to be found running north and south through the city. In fact, aside from these three thoroughfares East Orange does not possess a thoroughly good crosstown street. North of Park Avenue and south of Central Avenue should be two or three more large parallel streets. There is a possibility for these in the development of Springdale Avenue and Renshaw Avenue to the north and Rhode Island Avenue to the south.

Though Main Street has a width of 66 feet, this seems to be rather poorly distributed, for in several cases there is scarcely room for one line of vehicular travel between trolley and curb. Undoubtedly too much space has been used for sidewalk purposes. Upon any street having a width of 66 feet, especially upon a large thoroughfare of this kind, provision should be made for at least two lines of vehicular travel in each direction.

The very poor connections from East Orange south toward Irvington are directly attributable to the lack of large thoroughfares. Several very important suggestions are shown on the map whereby this condition could be relieved. Grove Street north from Main Street is but 50 feet wide and should be widened immediately to make possible the creation of the first of these large north and south thoroughfares. The next in order westward, would seem to be the widening of Munn Avenue which is now but 50 feet wide, and its extension on the north to Park Avenue, thence north to Arlington Avenue, which again is but 50 feet wide. This width should be increased to at least 75 feet. Another important suggested improvement is the connection of Sanford Street with Prospect Street between Central Avenue and Main Street. By this one improvement there would be created one of the best possible north and south means of communication through East Orange, Prospect Street, however, like most of the other north and south thoroughfares, is but 50 feet wide and should be increased to at least 75 feet. An alternative suggestion would be the creation of a connection between Halstead Street and Prospect Street, from the Lackawanna to William Street. One more north and south highway is suggested by way of Glenwood Avenue, Washington Street and Harrison Street. Harrison Street is also but 50 feet wide and in the event of this development should be increased to



MAP No. 14

at least 75 feet. Map No. 7 shows that provisions have been made in both Newark and Irvington for the continuation of these through highways suggested for East Orange. It is indeed surprising that this city has not before realized the necessity of greater width, directness and continuity in the large streets running north and south throughout the city. Improvements along the lines suggested will soon be necessary and a demand for the same has already been created especially because no trolley facilities are now to be had in this direction. To place trolley tracks in any of these 50 foot streets would be a violation of the laws of a good city plan.

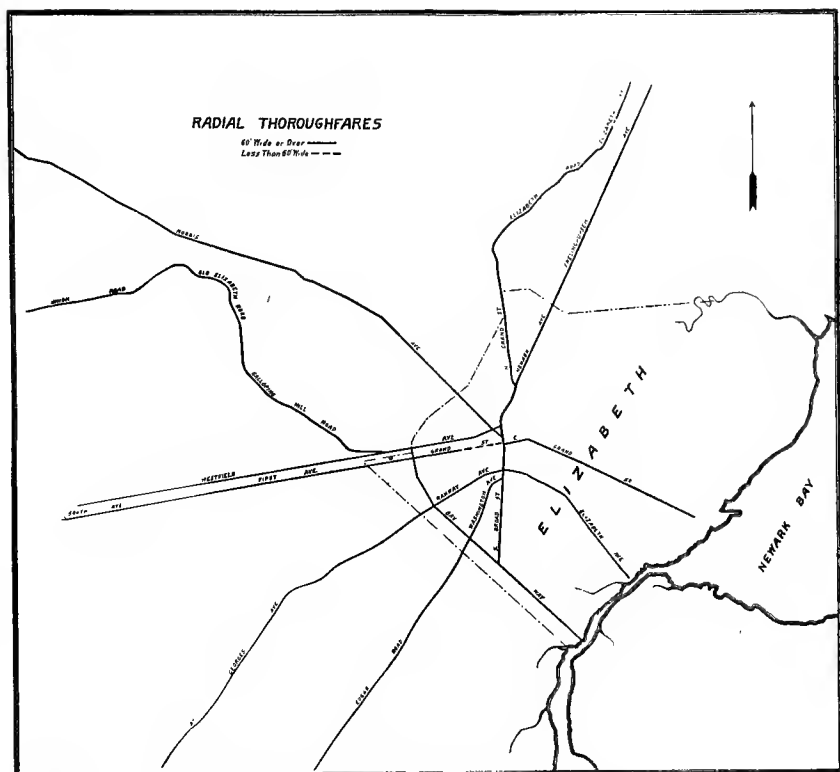
Not the least of the many problems which must soon be faced by East Orange in the development of its city plan, is the question of grade removal of the railroad. There are more dangerous grade crossings here than in any other community in the Metropolitan District.

Elizabeth

Elizabeth possesses the best of all the street systems to be found in any of the municipalities. Through some unforeseen reason a most remarkable system of radial and circumferential thoroughfares has been very well developed with the result that while on the map Elizabeth does not appear to constitute a part of the adjoining street plan, nevertheless it coincides well with all the developments in the immediate vicinity. Its greatest misfortune lies in the peculiar centralization of all traffic and business upon Broad Street, a condition with which Newark, the largest city of the district, is also contending. To relieve this Newark has undertaken the improvement of several thoroughfares parallel to Market and Broad Streets at a cost of many millions of dollars. Elizabeth will soon face a situation similar to that of Newark and the sooner the improvements are made the less expensive will they be.

Elizabeth, like Newark, possesses a vast amount of undeveloped meadow land, for which neither has prepared a plan. Authorities agree that it cannot long remain undeveloped. To allow promiscuous growth over this vast area, which in itself is greater than many of our large cities, would be to absolutely inhibit its future. Elizabeth and Newark should each prepare a plan for this area and since the two adjoin the plan should be common to both.

In Newark Avenue, North and South Broad Streets, East and West Jersey Streets, Elizabeth Street, East and West Grand Streets and Morris Avenue, Elizabeth possesses an excellent



MAP No. 15

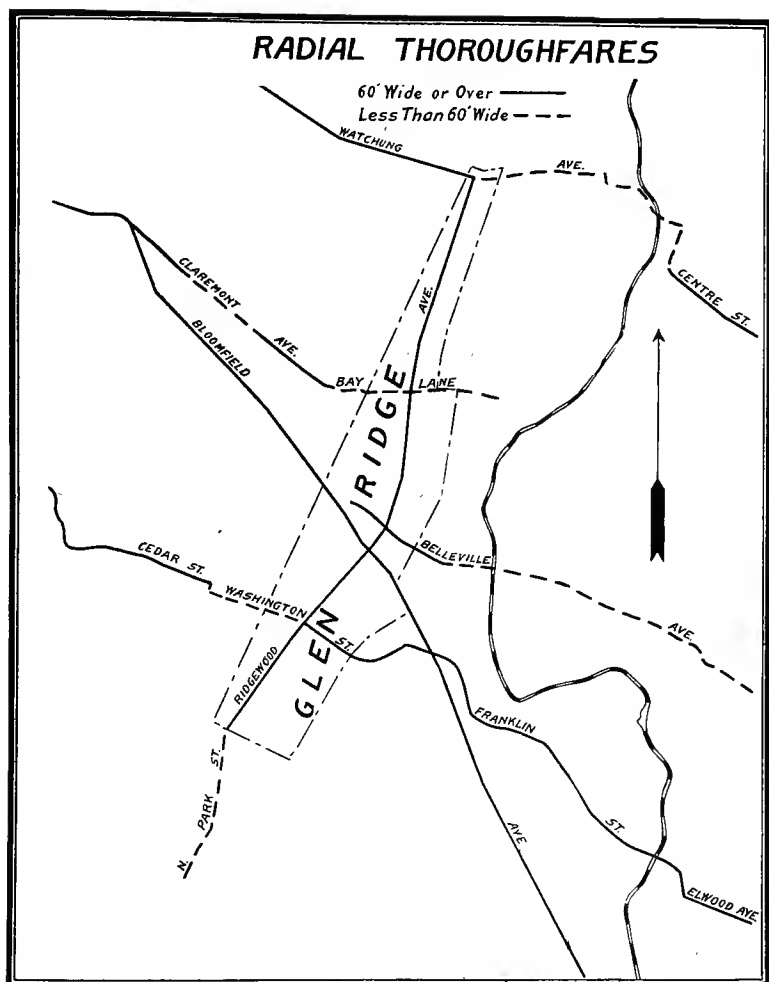
system of broad and direct highways, upon which little improvement is to be recommended. The intersection of several of these thoroughfares with that of the two railroads is Elizabeth's sorest spot and when the difficulties at this point have been removed a long step forward will have been made.

Glen Ridge

But few improvements are necessary here to complete a very good plan. Washington Street, west from Ridgewood Avenue, and Bay Avenue, between Montclair and Bloomfield, should both be widened to afford proper means of inter-communication. In Ridgewood Avenue and Bloomfield Avenue the city possesses two fine thoroughfares, which in general with the street plan of the community form an excellent continuous plan between each of the neighboring municipalities. Care should be taken to develop vacant land along the lines already followed, by so doing Glen Ridge will face little difficulty in its future street plan.

Harrison

Here the rectangular system has successfully been used. There are but two large thoroughfares, Harrison Avenue and Kearny Avenue, each of which is sufficiently wide for all practical purposes. Fourth Street, however, should be widened from Bergen Street to the Passaic River, for over this road much communication is to be expected between the industrial sections of Harrison and Newark. The many railroads through Harrison form barriers with which it is difficult to contend, but the fact that all are so arranged as to obviate grade crossings is a very desirable condition. Presumably the present rectangular system will be extended and there is no apparent reason why this should not be used with success.



MAP No. 16

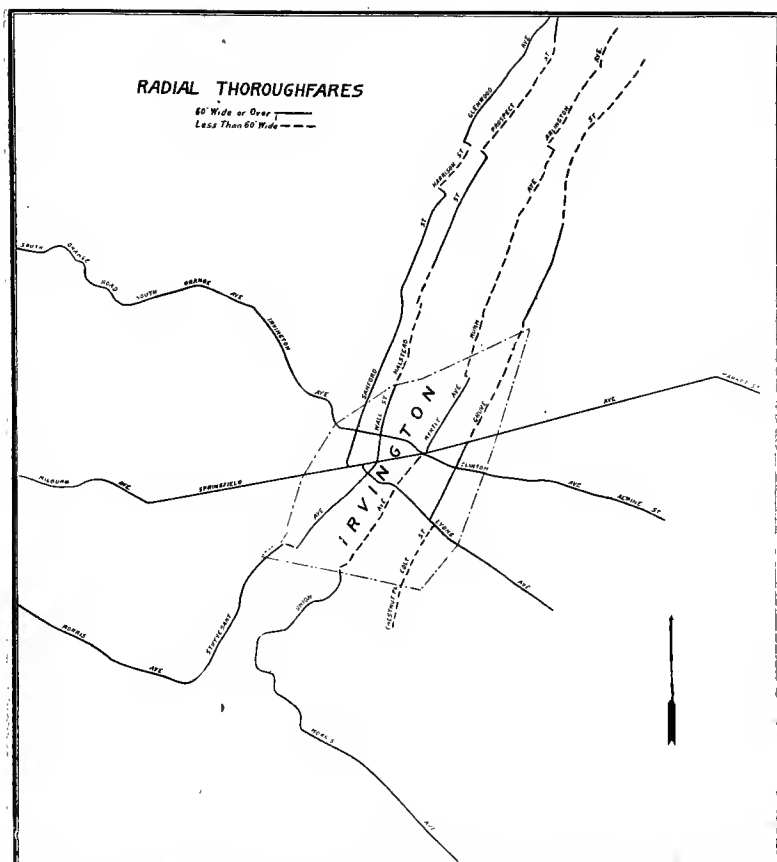
Hillside Township

Hillside Township, formerly known as Lyons Farms, is a small community lying between Newark and Elizabeth. Little growth has as yet taken place. West of this town lies a large vacant area through which a number of irregular roads have been built. Undoubtedly the very irregular topography and the lack of transit facilities has precluded any extensive development. It will not be long before this area will become a part of one of the larger neighboring cities and like the meadow tract should be planned in advance if this growth is to be beneficial. The extension of Bergen Street to Elizabeth Avenue here is especially recommended.

Irvington

Map 4 illustrates Irvington's greatest defect, irregularity and a resultant lack of adequate connections with its surrounding neighbors. In Springfield Avenue and Clinton Avenue are two very fine thoroughfares, upon which little improvement can be made. On the other hand many improvements are necessary in all of the through thoroughfares in each direction, as well as in the general plan of the town. An opportunity for considerable improvement will be afforded in the development of vacant land. Negotiations are now under way for the extension of 18th Avenue and 16th Avenue, Newark, both of which are very much needed. It is understood that a connection between Chancellor Avenue and Halstead Avenue is also contemplated, which will complete a good east and west thoroughfare. There has been considerable demand for increased trolley facilities in this district. The extension of 18th Avenue, Newark, will probably solve one of these problems.

In the other direction much depends upon which thoroughfares are to be developed. Newark, East Orange and Irvington should all agree as to which of the larger through routes are most important. The development of Grove Street would seem to be most logical. From Springfield Avenue to South Orange Avenue, however, it is but 50 feet wide and at South Orange Avenue a considerable jog occurs. Another possible route is by way of Union Avenue, Myrtle Avenue and Munn Avenue, as shown on the map. But the same difficulty of insufficient width is again encountered. Union Avenue is but 50 feet wide as is also Munn Avenue. Furthermore, a bad jog occurs at both Springfield Avenue and South Orange Avenue. Stuyvesant



MAP No. 17

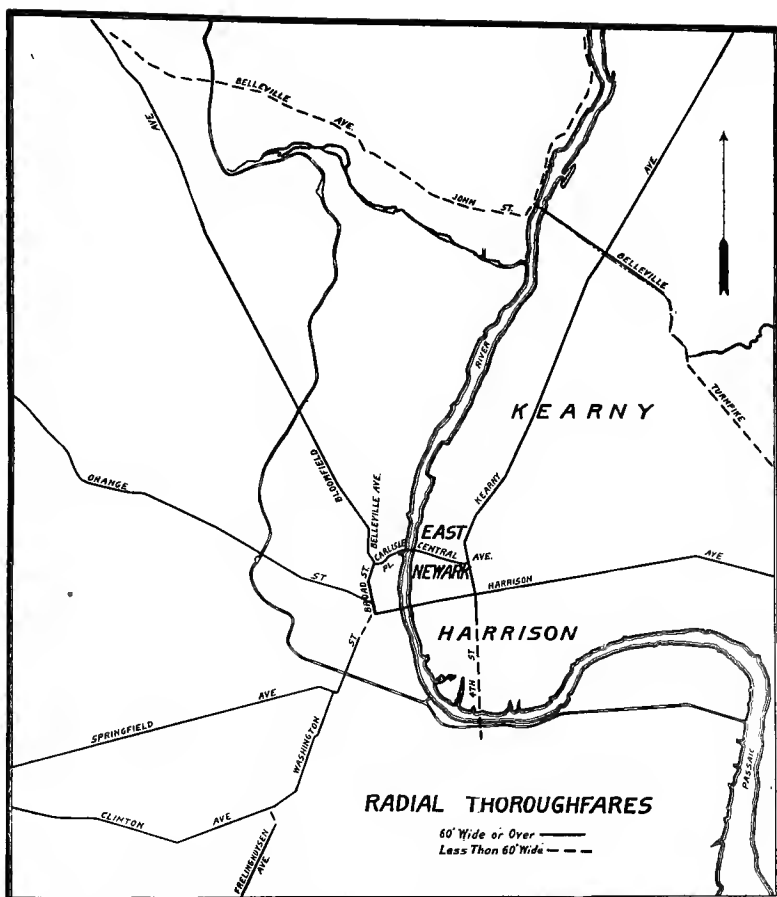
Avenue and Sanford Street are two other possible routes which could well be considered in this connection. Each is sufficiently wide in Irvington, although some difficulty upon the former is encountered in Newark, because of insufficient width and a few necessary extensions. Irvington like East Orange must soon undertake the development of these large through north and south thoroughfares, the lack of which has already considerably hindered progress. Newark can also assist materially in providing the necessary width and elimination of jogs upon these highways within its boundaries.

Kearny

Situated on a long narrow hill and hemmed in by the Passaic River and Hackensack meadows, Kearny's development has necessarily all been to the north. It has followed the rectangular street system entirely with several resulting bad grades on each slope of the hill. Little improvement, however, can be made at this time. The streets are all continuous and generally of good width, Kearny Avenue, the main thoroughfare, traverses the entire length of the town and is naturally the center about which all development takes place. Better connections with Newark should be afforded and it is suggested that a bridge from Elwood Avenue in Newark to Quincy Avenue in Kearny be constructed. The elevation on each side of the river would seem to indicate that this site would be favorable to the construction of such a bridge. Furthermore, the extension of Quincy Avenue east to meet the Belleville Turnpike, would create an outlet for a large volume of east and west bound travel. Quincy Avenue is already of sufficient width to accommodate this. The Belleville Turnpike is sufficiently wide from the river to Schuyler Avenue, but from this point east it is but 35 feet wide, which could well be doubled.

Milburn Township

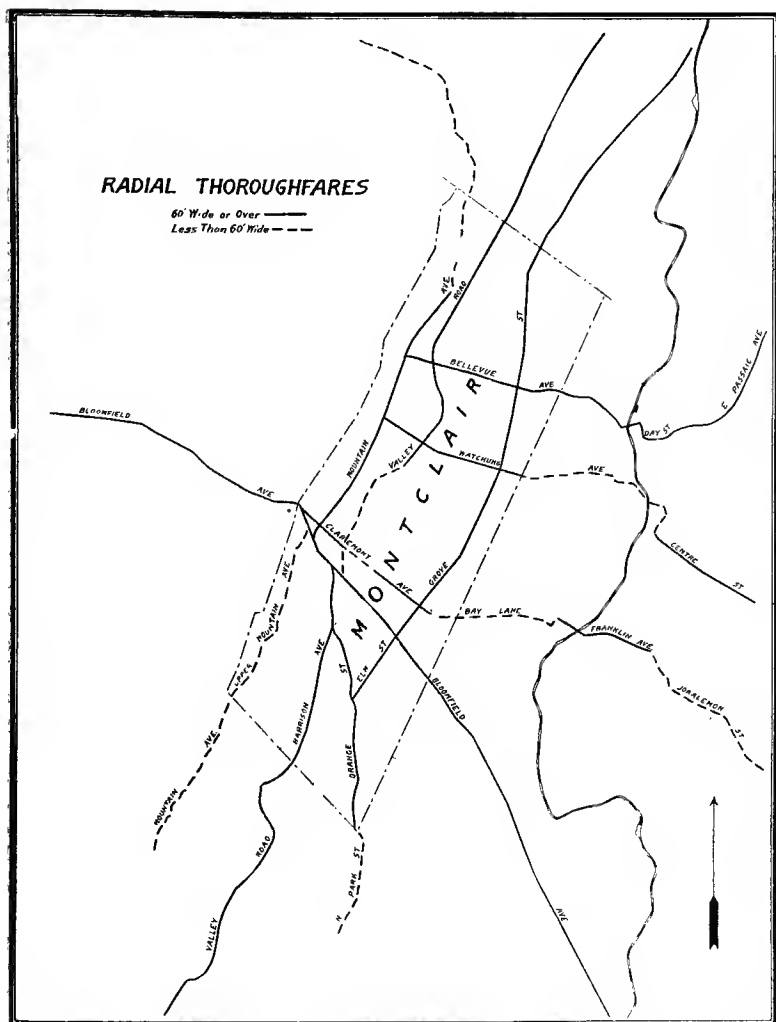
Milburn Township is quite far removed from the general Metropolitan District and has little in common with it. Its most irregular topography and lack of extensively populated area would indicate that a plan of some nature, especially for the smaller streets, will soon be necessary. In Milburn Avenue, Springfield Avenue, Main Street and Morris Avenue, it now possesses a series of very good highways.



MAP No. 18

Montclair

The street system of Montclair is built about such large radial and inter-community streets as Bloomfield Avenue, Claremont Avenue, Valley Road and Harrison Avenue, Orange, Elm and Grove Streets. These together with a number of other large local thoroughfares constitute an excellent system. Few improvements are necessary within the locality to complete highways which affect the district in general. Claremont Avenue from Valley Road to Forest Street is but fifty feet wide and Valley Road from Church Street to Central Avenue is of the same width. It would seem wise to increase the width of these two streets to at least 75 feet throughout their length. While the local street system is generally rectangular, it has been departed from quite successfully in numerous instances. In view of the large amount of vacant land to the north, a plan should sooner or later be devised by which the city can continue to grow in a manner comparable with its present system and in harmony therewith.



MAP No. 19

Newark

With regard to the Metropolitan District, Newark's radial system is all that could be desired and, generally speaking, its rectangular system is also very well developed. The City Plan Commission has already recommended numerous changes in the street system within the city which would tend to perfect it in the best possible manner. The most important suggestions in connection with this general plan of improvement are the straightening and widening of Washington Street and extension of Frelinghuysen Avenue to Clinton Avenue where it would connect with Washington Street; the connection of Belmont Avenue and Norfolk Street between South Orange Avenue and Springfield Avenue, and the extension of Belmont Avenue from Hawthorne Avenue south to meet Elizabeth Avenue; the development of North 9th Street and South 10th Street into a through cross-town boulevard and the widening and removal of jogs on such thoroughfares in the Vailsburg district as East Orange and Irvington may see fit themselves to develop. This will probably include Sanford Avenue, Stuyvesant Avenue, Munn Avenue and Grove Street. The above mentioned thoroughfares together with Broad Street, Mulberry Street and such extensions as may be made in the meadow district will create a number of excellent north and south highways. East and west streets do not generally necessitate as much improvement. Among the suggestions already made for these streets are the extension of Elwood Avenue and the building of a bridge over the Passaic River, the extension of Central Avenue to the Market Street Station, the straightening of Lafayette Street to connect with William Street, the extension of 16th and 18th Avenues and extensions to the east of all the large east and west streets which now terminate at the meadows.

In the meadow district, Newark and Elizabeth, either jointly or separately, should at once devise a plan for a street system. This vast area, containing in Newark alone some 8000 acres, cannot possibly grow in a healthy manner unless some pre-arranged plan has been prepared. Upon these meadows several streets are now being opened and before further attempts are made to fill in and open up this area, it should first be the duty of the city authorities to prepare a plan and follow it.

It is pleasing to note in a large city like Newark that of all its large highways not one has been built under 60 feet wide. It would be difficult to estimate the huge expenditures which have thus been saved.

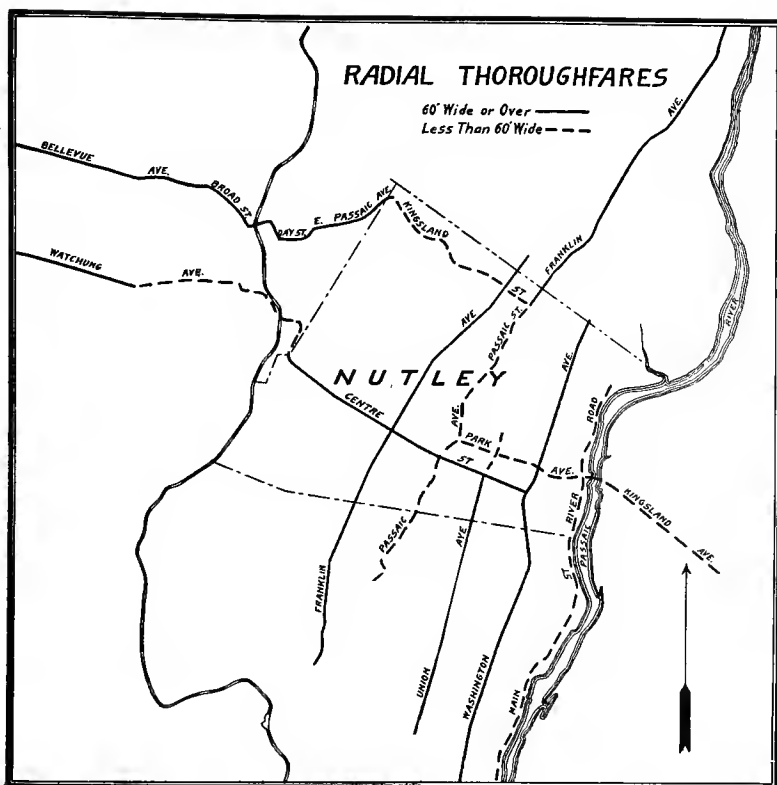


MAP No. 20

The attention of the Park and Playground Committee is called to the situation of Riverside Avenue and Passaic Street, which, being so close to the river, afford possibilities for an excellent boulevard. The continuation of Passaic Street through Mt. Pleasant cemetery to connect with Riverside Avenue is an improvement to which attention is called and one which would be necessary should an attempt be made to provide parking and boulevard facilities here. One further suggestion is that 12th Avenue be extended west from 12th Street to connect with Rhode Island Avenue in East Orange. No means of communication is possible in this direction, between Central Avenue and South Orange Avenue, which are here fully three-fifths of a mile apart. This is too long a distance without a street. The difficulty encountered is that it would necessitate an opening through two cemeteries, which, however, is not an impossible or unprecedented action.

Nutley

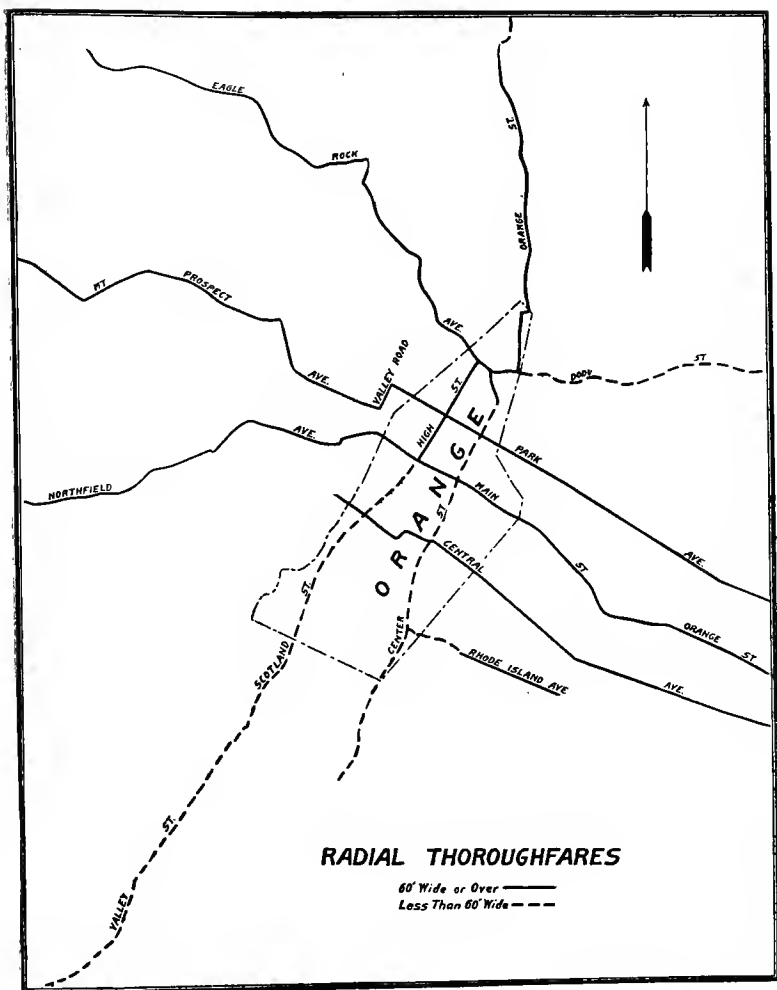
Washington Avenue, Passaic Avenue, Franklin Avenue and Centre Street are Nutley's best thoroughfares, all of which successfully fulfill their functions with the possible exception of Passaic Street, which is but 50 feet wide. This width could well be increased to 75 feet. On the map it will be noticed that an extension of Union Avenue is proposed which would thus complete another large thoroughfare. Another proposed extension is that of Washington Avenue to Franklin Avenue, just north of the County line, which would also constitute the complete continuation of another large highway. A further improvement is suggested in the widening of River Road and an extension to follow the contour of the river as far as the County line. Centre Street could well be extended east from Washington Avenue to Park Avenue, thus forming a direct connection to and from the Avondale bridge. Considerable vacant territory in Nutley leads to the suggestion that a plan be devised in order to make possible its most efficient use.



MAP NO. 21

Orange

Centre Street and Scotland Street are two good thoroughfares which lose much of their effectiveness through insufficient width. The latter should be extended to the north in the manner suggested on the map and thus afford a direct outlet on Orange Street at the Montclair line. Study should be made of the possibility of a connection between Centre Street and Orange Street. South of Central Avenue another east and west thoroughfare should be provided. This would probably follow the general direction of Hillside Avenue, being in effect a continuation of Rhode Island Avenue from East Orange. Numerous slight defects in the local street system are evident, which will probably be eliminated in the course of time. There is little vacant area in need of a plan and here as elsewhere the predominant fault is the lack of adequate highway facilities to the north and south. As the Metropolitan District grows the demand for the thoroughfares in this direction will increase and too much cannot be said to urge development by the various communities through which several of these more logical routes run.



MAP No. 22

South Orange Village

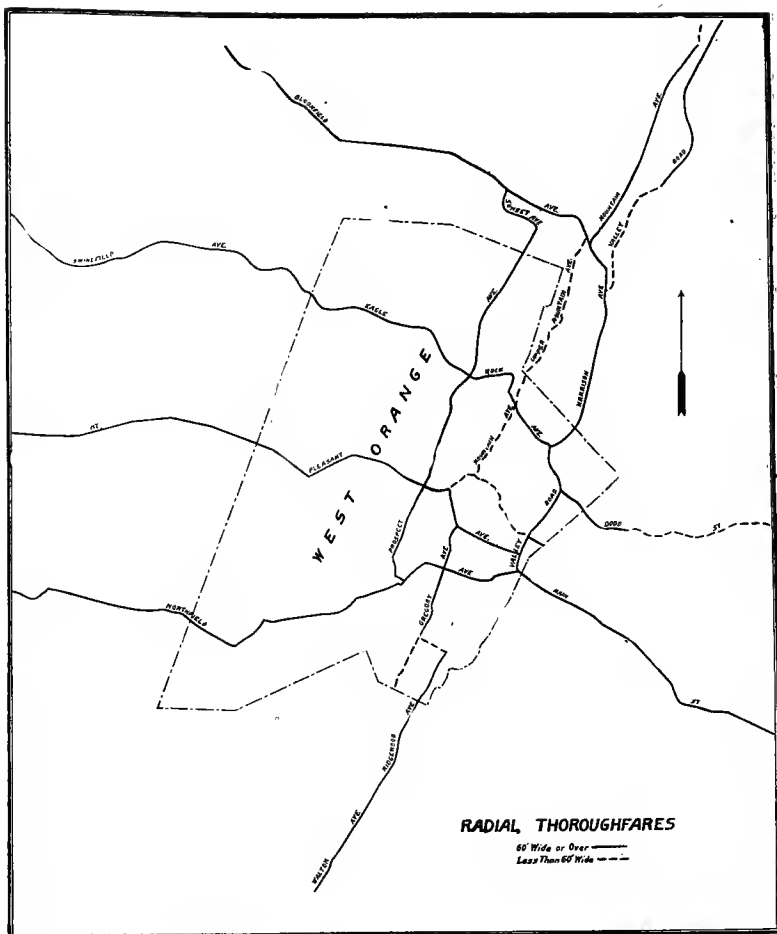
The extension of Wyoming Avenue to Gregory Avenue, the widening of Valley Street and Scotland Street, a proper connection between these two at South Orange Avenue, and the widening of Centre Street are the most necessary improvements within this municipality. South Orange Avenue and Irvington Avenue afford good radial communications to the east and west. Owing to the steep hill on the west of the village, care should be taken when this territory is developed to avoid as far as possible excessive grades.

South Orange Township

A very irregular plan exists in this Township as an examination of the map will disclose. In the east this is particularly noticeable and as there is a considerable amount of vacant land here, a plan should immediately be devised for its development, otherwise a most difficult situation will soon be encountered. The most necessary improvements here are the widening of Valley Street, the widening of Boyden Avenue, the continuation of Parker Avenue to Irvington Avenue at the town line, and the continuation of Baker Street from Valley Street directly east to Tuscan Road.

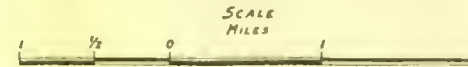
West Orange

The steep grades of West Orange necessitate a very irregular plan and it is to be noticed that here the rectangular system has been abandoned to a greater extent than in any other municipality, with results which are fully as effective. This is probably due to the fact that considerable care has been taken regarding the direction of the larger thoroughfares. Valley Road, Northfield Avenue, Mt. Pleasant Avenue, Eagle Rock Avenue, Gregory Avenue, Prospect Avenue, are all well situated and sufficiently wide for all practical purposes. To the west is a vast amount of vacant land which will probably so remain for many years. It is to be hoped that in its development the same care which characterizes the present street system will be used.

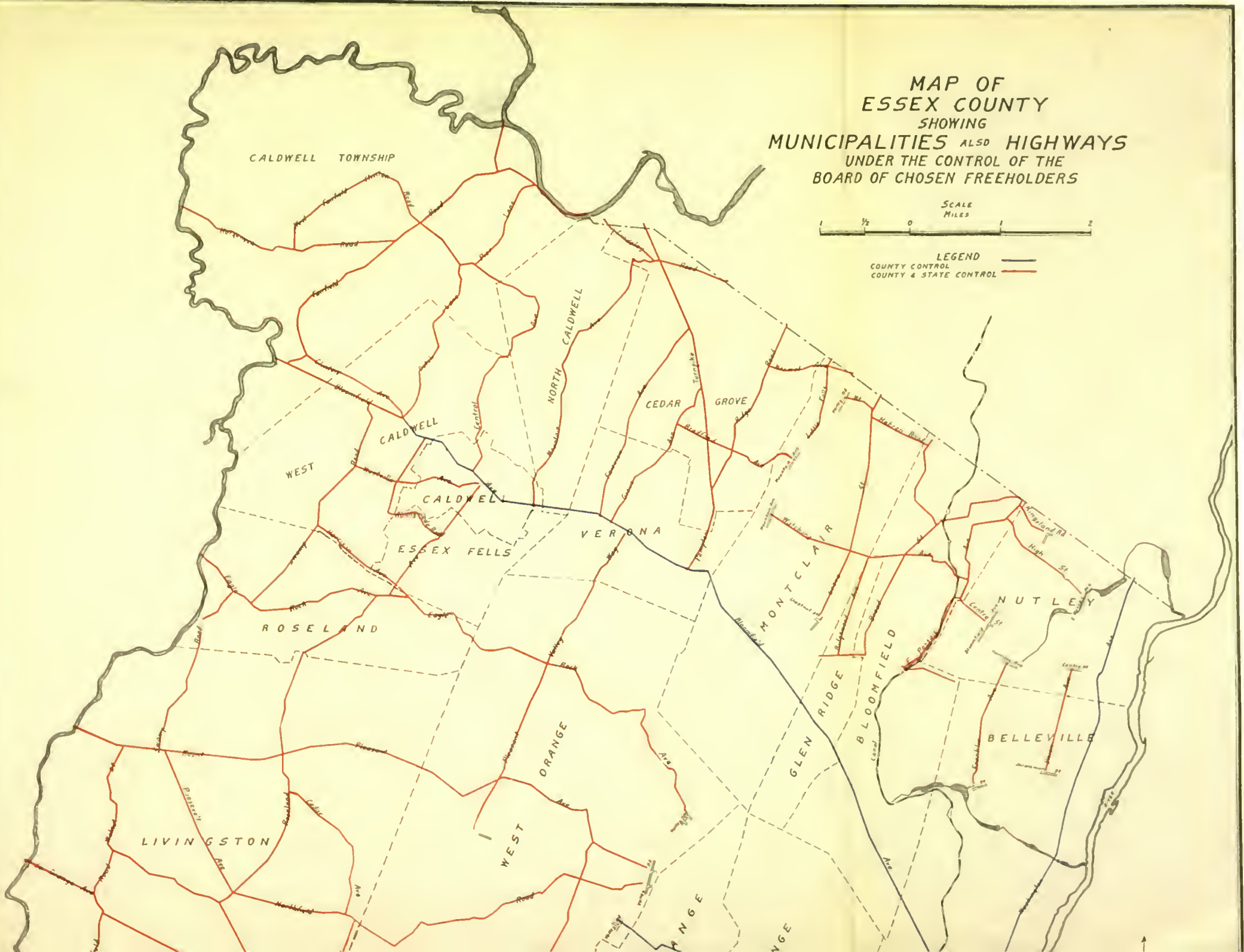


MAP No. 24

MAP OF
ESSEX COUNTY
SHOWING
MUNICIPALITIES ALSO HIGHWAYS
UNDER THE CONTROL OF THE
BOARD OF CHOSEN FREEHOLDERS



LEGEND
COUNTY CONTROL ———
COUNTY & STATE CONTROL ———





COUNTY ROADS

Under Control of the Board of Chosen Freeholders of Essex County, New Jersey

Washington Avenue

From Mt. Pleasant Cemetery to Second River, in the city
of Newark.

From Second River to Passaic County line

Total length, 4.38 miles

Bloomfield Avenue

From Mt. Prospect Avenue, Newark to city line

From city line to top of First Mountain

From top of First Mountain to Campbell Avenue, Caldwell

From Campbell Avenue to Dutch Lane

Total length 9.31 miles

Central Avenue

From High Street to Warren Street, Newark

From Warren Street to city line

From city line to Valley Road, West Orange

Total length, 4.19 miles

South Orange Avenue

From city line to top of First Mountain

From top of First Mountain to Rahway River

Total length, 4.83 miles

Springfield Avenue

From city line to Union Avenue, Irvington

From Union Avenue, to Wall Street

From Wall Street to South Orange line

From Main Street, Milburn to Campbell's Dam

From Campbell's Dam to Morris Avenue

From Morris Avenue to Hobart's Gap

Total length, 7.52 miles

Frelinghuysen Avenue

From Astor Street to Miller Street

From Miller Street to Union County line

Total length, 2.50 miles

STATE ROADS

Northfield Road

From Valley Road, West Orange to Lower Chatham Bridge, a distance of 8.60 miles. Townships of Livingston, Milburn, West Orange.

Grove Street

From Chestnut Street to Passaic County line, a distance of 2.37 miles. Town of Montclair.

Bay Avenue

From Broad Street, Bloomfield to Montclair line, a distance of 0.51 mile. Glen Ridge and Bloomfield.

Walnut Street

From Mt. Pleasant Avenue to Northfield Road, a distance of 1.25 miles. West Orange.

Franklin Avenue

From Morris Canal to Franklin Township line, a distance of 0.64 mile. Town of Bloomfield.

Broad Street

From Bay Avenue to Passaic County line, a distance of 2.82 miles. Town of Bloomfield.

Mount Hebron Road

From Broad Street, Bloomfield to Valley Road, a distance of 1.13 miles. Town of Montclair

Watchung Avenue

From Mountain Avenue to East Passaic Avenue, Bloomfield, a distance of 2.40 miles. Towns of Montclair and Bloomfield

Eagle Rock Road

From Valley Road, West Orange, to Swinefield Bridge, a distance of 7.10 miles. West Orange and Livingston

East Passaic Avenue

From Franklin Avenue, Bloomfield to Passaic County line, a distance of 2.48 miles. Bloomfield and Nutley

Centre Street

From East Passaic Avenue to Bloomfield Avenue, a distance of 0.45 mile. Nutley

Kingsland Road

From East Passaic Avenue to Erie Railroad, 0.44 mile.
Nutley

West Passaic Avenue

From Broad Street, Bloomfield, to Passaic County line, a distance of 1.08 miles. Town of Bloomfield

Sanford Street

From East Orange line to Springfield Avenue, a distance of 2.04 miles. Newark and Irvington

Grove Street

From Central Avenue, East Orange, to Clinton Avenue, Irvington, a distance of 2.05 miles. East Orange, Newark and Irvington

Ridgewood Avenue

From Bay Avenue, Glen Ridge, to Watchung Avenue, a distance of 1.13 miles. Glen Ridge

High Street

From Passaic Avenue to East Passaic Avenue, a distance of 1.32 miles. Nutley

Stuyvesant Avenue

From South Orange Avenue to County line, Irvington, a distance of 2.90 miles. Newark and Irvington

Little Falls Road

From a point 1,500 feet north of Bradford Avenue to Passaic County line, Montclair, a distance of 1.03 miles

Franklin Avenue

From John Street, Belleville, to Harrison Street, Nutley, a distance of 1.35 miles. Belleville and Nutley

River Road

From the southern boundary of the Town of Nutley to the Passaic County line, a distance of 1.22 miles. Nutley

Gregory Avenue

From Luddington Road to Mt. Pleasant Avenue, West Orange, 2.27 miles

Union Avenue

From Joralemon Street to Centre Street 1.16 miles.
Belleville and Nutley

